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FEBRUARY 1972/60¢

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Adventurous Railroading and Rail Hobbies—Founded 1906

VOL. 90, No. 4 FEBRUARY, 1972 60 CENTS

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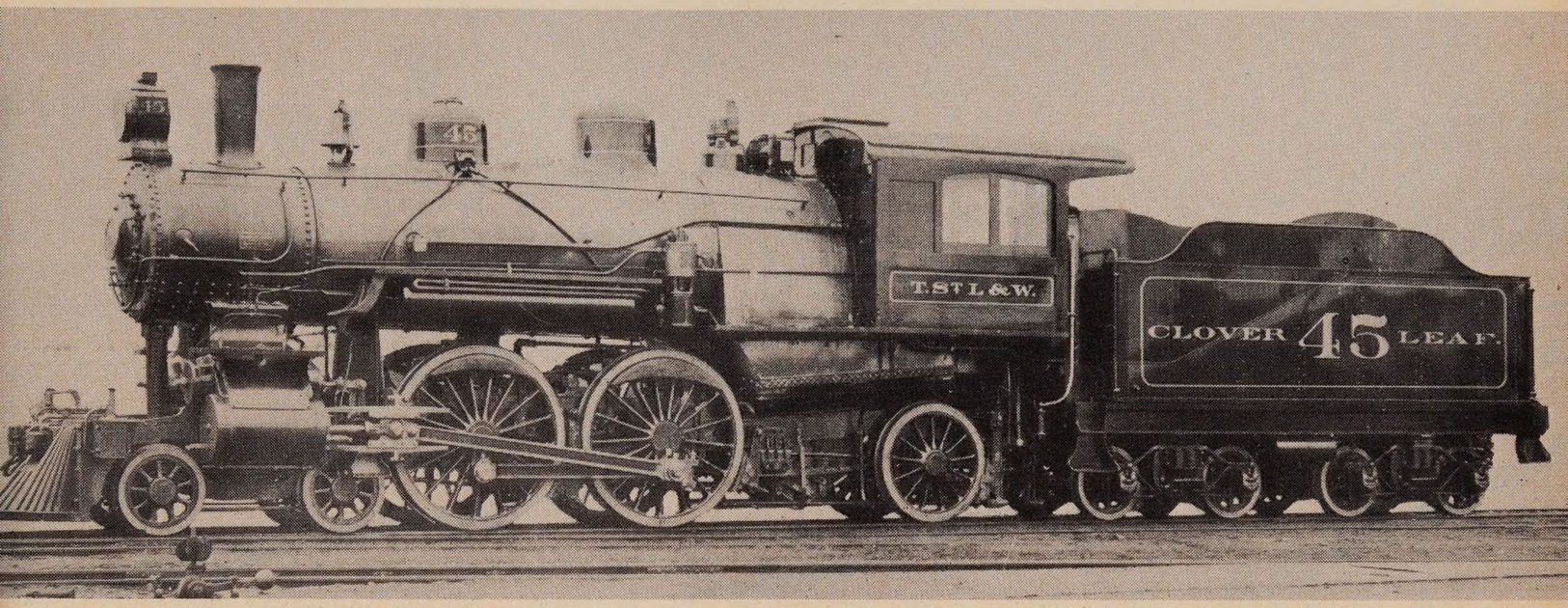

Only oldtimers remember the old "Clover Leaf," or Toledo, St. Louis & Western, which was taken over by Nickel Plate and is now part of Norfolk & Western. The American Locomotive Co. built this engine.
Collection of Harry P. Albrecht, 40 Wilton Ave., Clifton Heights, Pa. 19018

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THE MAIL CAR

where editors and readers mee

Baby, it's cold outside! Essex Terminal No. 9 is switching in Windsor, Ontario, yards on a February day in 1957.
Elmer Treloar, 101 California, Highland Park, Mich. 48803

OUR cover is a midwinter shot of a Canadian Pacific freight train near Lake Louise in Alberta. Distinguished CP staff photographer Nicholas Morant made it for the CP *Spanner,* from which we borrowed it for *Railroad.* Thanks, Nick and CP. ●

NEWSCAST. Canadian Pacific's passenger steamship service, which Sir William C. Van Horne started in 1889, ended a few weeks ago when the *Empress of Canada* docked for the last time. So says Gerry Burridge, P.O. Box 152, Pte. Clair-Dorval 700, Que., Canada.

Norfolk & Western freight trains are now using two new bridges, one over the East River at Kellysville, W. Va., and the other spanning the New River at Narrows, Va. Both were built as part of a highway relocation project.

D&RGW yard office at Provo, Utah, has a new look. The old ice dock and fruit loading docks were torn down and replaced by a new structure in connection with a track relining job.

Even though the Vietnam War is petering out, the high cost of Big Government continues to rise. Among other items, the postal rate on books has just taken another jump. For this reason, *Railroad Magazine*'s Book Service is compelled to add 25 cents for postage and handling to the price of every book ordered. The average cost of mailing each one now ranges between 28 and 70 cents; but we charge only 25 cents for that service.

Onondaga County officials in New York State recently seized all Penn Central property within the county for the railroad's failure to pay $453,000 in delinquent taxes. This seizure, however, is not recognized by the Federal court which is overseeing the reorganization of the bankrupt giant rail system.

A national memorial is planned by the Hoosac Tunnel Centennial Committee for erection near the tunnel's central shaft at North Adams, Mass., in honor of workers who died while constructing that tunnel and for men who died while helping to build railroads throughout the country.

Pullman, Inc., the world's largest builder of railroad cars, has advised the iron and steel men that their industry could save up to $80 million annually by switching from water-borne transportation of iron ore on the Great Lakes to all-rail transportation. Due to mounting competition from air and coach services, the 14,000 staff of the Chicago & North Western have won Government approval to run the system themselves. The men have formed a company to buy the railroad and sell shares to employes, according to individual wages. ●

BRIEFLY SPEAKING. The improvements made in *Railroad* over the past year have substantially added to the quality of your magazine. You have certainly not been reluctant to innovate.—John Gloekler, 2775 Bradshaw Rd., Sacramento, Calif. 95827.

Article about Nathan King (*Interesting Railfans* No. 108) said Mich-

igan Railroad Club owns the ex-Illinois Central sleeper *Cynthia.* Our club, the Pacific Railroad Society, of which I am director of private cars, owns her sister car, *Council Bluffs,* and is currently using it on a 3-week trip into Mexico. We seek early history and old photos of the *Council Bluffs.* Our club also has 7 other pieces of passenger train equipment.—John Petros, 7720 Ben Ave., North Hollywood, Calif. 91605.

Yeah, maybe railfandom accepts non-whites now, but it is a matter of record that in 1948 the National Railway Historical Society did not.—Bill Kessel, 99 Center St., Hamburg, N.Y.

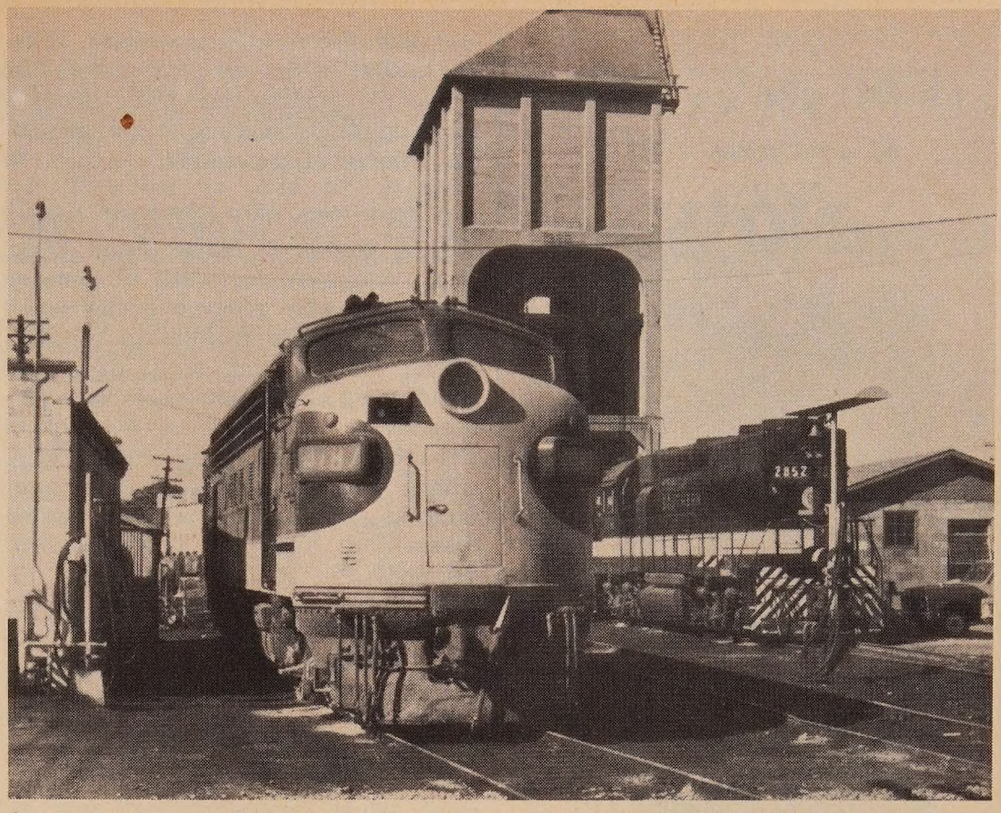
Overheard in the New Jersey Historical Society Museum, when Railroadians' Bill Webber, one of our *Interesting Railfans,* was conducting a group of small boys through the Transportation exhibition. The kids stopped to admire a framed group of old, colorful, annual passes and one of them piped up: "Gee, they had nice-looking credit cards then, didn't they?" ●

PACIFIC GREAT EASTERN has been renamed the British Columbia Railway. This road has just completed a 250-mile extension from Fort St. John to Fort Nelson. It now stretches almost 1,000 miles from Vancouver, B.C. Negotiations are under way between the provincial government, which owns the railway, and the federal government to extend the line still further to the Yukon border on a shared-cost basis.

The railway had to cut through some of the most difficult terrain in Canada in its latest expansion. Much of this terrain is glacial silt. When dry, it's like talcum powder; when wet, it's like gumbo. Gravel for ballast had to be carried in from a pit near the Peace River, 10 miles south of Fort St. John.

The rails were put in place mainly through the sweat and muscle of non-union workers, about half of whom were Portuguese earning about $2.27 an hour. The rest were transients, some of whom stayed only long enough to draw their first pay. The grade was built by private contractors at a cost of about $50,000 a mile. It was gruelling work. Imagine a seven-day week, 60 hours at straight time, 70 to 80 hours and more with overtime after 60 hours! ●

PERSONALITIES. Willard Wirtz, former Secretary of Labor, has acquired the habits of a railroad baron, the United Transportation Union charges. As a trustee of the ailing Penn Central, he now rides in "a private railroad car with its fine silver, finest cuts of beef, and imported wines and liquor."—*The Wall Street Journal*



Southern cab and hood units sit on servicing tracks in Columbus, Ga., one day last fall. F-3's and F-7's still make frequent visits to city, but high-nosed hoods carry most of traffic. The old coaling tower is now being used for sanding diesels.
Lawrence D. Mills, 72 Toxteth St., Brookline, Mass. 02146

Long after he issued his last train order, Andrew F. Durkin, of Bergenfield, N.J., died last Oct. 22nd at age 85. When he retired in 1952 as the New York Central's chief train dispatcher in Grand Central Terminal, New York City, he estimated that he had supervised the movements of 4,249,000 trains carrying 940 million passengers in 50 years. During all that time, neither he nor his wife did any traveling worth mentioning, except that they took a five-week honeymoon to the West Coast in 1920.

Mr. Durkin began his railroad career as a messenger, stationmaster, towerman, dispatcher, and finally chief.

In New York rarely seen by the public, he oversaw movement of all trains entering and leaving the terminal from points below Croton-on-Hudson on one line and North White Plains on the other. None of his trains were involved in fatal or serious accidents.

Art Lloyd, one of our *Interesting Railfans,* is now working for Amtrak in Washington, D.C., as manager of agency and industrial relations, handling special operations. He got this job because of his years of successful experience in handling fantrips on the West Coast.

Oldest railroad man, Will Adams, 121, (Dec. '71 issue, page 36) died Nov. 15, just after the issue went to press.

Thomas M. Goodfellow, a third-generation railroader who worked his way up from the ranks to become president of the nation's busiest passenger railroad, the Long Island, and later president of the Association of American Railroads, has retired as AAR chairman. He is now chairman of the National Defense Transportation Assn. and of the Transportation Associations Coordinating Group for the United States International Transportation Exposition—Transpo '72—to be held at Dulles Airport from May 27th to June 4th. ●

A GIANT ICEBERG, the frozen remains of a vast underground cold-storage plant in the heart of London, England, is slowly being cleared away by demolition men. It is located right underneath the busy Blackfriars railway station. One little mistake by engineers in charge of demolition could send the station crashing down.

Beneath the depot the ground is frozen solid to a depth of more than 30 feet. Inside the 35 individual storage chambers ice has been piling up to a depth of two feet for the last 80 years.

It is a cold and dangerous job for the demolition men, who work in gas-masks to prevent inhaling ammonia. If they melt the ice too quickly the foundations of the station will collapse, so the job will be spread out over a year.

The storage chambers were used by a meat packing company. When they discontinued operations, they could not turn off the refrigeration equipment for fear of damaging the station.

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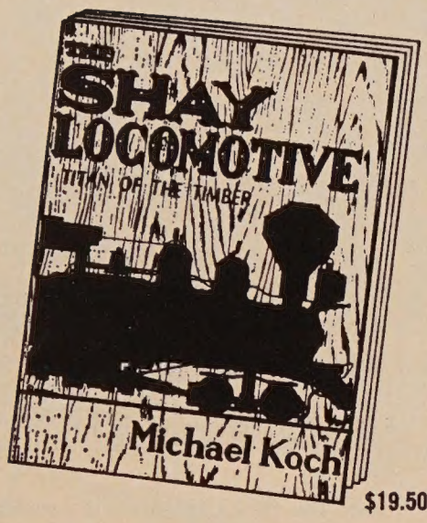

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A British Rail spokesman says, "Simply to shut off the two giant motors that freeze the plant would bring about a rapid defreeze, resulting in the immediate collapse of the station." ●

BERT PENNYPACKER's feature on Boston & Maine steam (Dec. issue) was most enjoyable to someone like myself who grew up within sound of its locomotive whistles in southern Maine. For a small road, B&M had some great motive power. I refer particularly to its 4100 class 4-8-2's and 3710 class 4-6-2's. The former were among the best-looking steamers ever built in America, second only to the New York Central's pre-streamlined Hudsons.

But I question the accuracy of the captions under two photos on pages 26 and 27. Rigby Yard is located in South Portland, a separate municipality. I doubt that the snow train was photographed at Concord, N.H., for two reasons: (1) the background is rather rural, while Concord's depot was on the fringe of its downtown business district, and (2) Concord's depot had a huge trainshed. I wonder what happened to the Mallets that B&M sold to the Maine Central for use on its Mountain Division?—Charles P. Randall (no address given).

Although Pennypacker has a delightfully entertaining style of writing, I think his B&M article had a couple of inaccuracies. Referring to the Hoosac Tunnel, he states: "Early in this century, the B&M used the great power of two 0-8-8-0 and four 2-6-6-2 Mallets to pull trains through it. . . ." B&M's two 0-8-8-0's were not built until 1922, long after the Hoosac was electrified in 1911. The four 2-6-6-2's *were* built for use through the tunnel. They burned oil to lessen smoke emissions and to eliminate coal-gas fumes.

On page 32 he says all but one of the 18 class R-1 4-8-2 engines were sold to the Baltimore & Ohio. Only 13 went to the B&O. The B&M retained the five R-1d models built in 1941 that had Centipede tenders. They scrapped Nos. 4114 through 4117 in Sept. 1955 and No. 4113 a year later.

I would have enjoyed the article even more if Pennypacker had at least mentioned the real workhorses of the passenger train fleet, the P-1 (3600-3611), P-2 (3620-3689), and P-3 (3700-3709) classes. These engines hauled mail trains, long commuter trains, summer extras, and most of the everyday scheduled passenger trains.—Richard A. Hoisington, 6 Park Ave., Derry, N.H. 03038.

Those B&M 0-8-8-0's were actually built for pusher service out of Gardner. In terms of tractive effort the 2-8-0's were the largest B&M engines until 1920. But as for wheel arrangement the 4-8-0's could be regarded as bigger. B&M's last purchase of steam power was in Feb. '51 when the road acquired ex-Portland Terminal 0-6-0's. Only two electrics came from the New Haven to the B&M, Nos. 5007 and 5008. The B&O got only B&M 4100-4112, never any R-ld's.—Harry A. Frye, 14 Riverside St., Hookseh, N.H. 03106.

Bert's B&M feature was much appreciated by a reader, meaning myself, who spent his first 40 years adjacent to this interesting system. One unusual B&M practice was pooling power with other roads long before the diesel age. Over many years, B&M and Maine Central engineers went through between Boston and Bangor. A B&M Pacific took the night train from Boston to Montreal, and a Canadian Pacific engine pulled the day train from Montreal to Boston. For a time this was true with Central Vermont 4-8-2's on that route.

The morning freight from White River Jct. to Newport, Vt., had a B&M 2-8-0, while the other two regular freights were wheeled to the Junction by CPR 4-6-0's. A Maine Central 2-8-2 was used from Berlin, N.H., to the Junction. South from this point the line is actually CV to Windsor, then the original Sullivan County RR. to Bellows Falls, and then the Vermont Valley to Brattleboro.

The CV had—and still has—trackage rights to Brattleboro. The southbound morning local to Springfield had a CV 4-6-0 most of the time. For a while the *Montrealer* and the *Washingtonian* had B&M Pacifics through to New Haven, Conn., and in exchange the morning train from Springfield had a B&M Pacific to White River Jct. Thus, at the Junction you might see engines of six roads on the same line, and at Bellows Falls five, plus the Rutland.

Bert discusses the superpower 2-8-4's. Why this type was chosen is interesting. The disastrous flood of 1927 blocked the Boston & Albany with washouts, so B&A freights were detoured over the B&M for a long time with A-1's. This experience sold B&M the idea of getting their own duplicates.—Richard D. Leonard, 1316 N. Linden St., Bloomington, Ill. 61701.

The ICC recently told the B&M trustees that "for the sake of the public interest" and the interest of concerned groups—employes, shippers, connecting carriers, and creditors—a plan of reorganization for that bankrupt railroad should be forthcoming soon.

Since April, 1970, when the 1,500 mile B&M was placed in reorganization on a petition by a group of insurance companies holding its first and second mortgage bonds, the ICC has dismissed two requests that it order the B&M to

be included in the Norfolk & Western. ●

OVERSEAS. I went to see the Menai Straits bridge, between the mainland of Wales and the Isle of Anglesey. Damaged by fire in the summer of 1970, it was hoped that the repaired bridge would be re-opened last August, but the work proceeds very slowly, and proves more and more expensive. Holyhead station looks deserted and forlorn, without the *Irish Mail.*

I also visited York, which has a peculiar place in railway history. The railway runs over a Roman graveyard, and when excavations were made for the Station Hotel some 200 skeletons of Roman soldiers were uncovered.—Joseph Fox, 4 Heathfield, Holden Ave., North Finchley, London, N. 12, SHY, England.

With more people giving up smoking. Belgian railways plan to launch a study to see if there are enough non-smoker compartments on Belgian trains. At present, 69 percent of the seats are for smokers and 31 percent for non-smokers.

Though steam-hauled passenger services have finished in New South Wales, Australia, several freight trains will still be operated for some time by steam. Our railway, founded in 1873, has authentic steam operation but only in summertime.—W. D. Quaggin, Croit Bane, Cronk Rd., Union Mills, Isle of Man, Great Britain.

Directors of the now-bankrupt Penn Central some time ago bought from Lloyds of London a total of $10 million insurance protection against possible stockholders' suits for wrongdoing, reports *The New York Times.* Now Lloyds says it will no longer protect against suits based on pollution of air or water. This form of insurance has been cancelled, a Lloyds official stated, "because of the flurry of consumerism not anticipated a few years ago."

The cost of Eurailpasses went up the first of January for unlimited first-class tickets.

Before 1973, seven secondary routes are to be electrified by the German Federal Railway because of the rising cost of operating diesel locomotives. ●

BETHLEHEM STEEL recently put out an ad which is definitely worth reprinting. Here it is, entitled "Highballing Down a Track to Disaster":

If the railroads should cease to exist, the United States of America as you know it would grind to a paralyzing halt.

You would soon have very little to eat. And no electricity to light your house. Or heat it. Or pump water into it. Your job would wither away.

You'd have no television, no radio, no telephone, no newspaper to tell you what is going on. And try as they might, the trucks, the pipelines, the airplanes, the barges would not be able to fill a gaping demand. Choas, even rule by panic, might erupt.

Fanciful? Not in the least, if the railroads are allowed to die. And right now, some of our railroads are on a fast track to disaster.

The railroads need our help. And we all need the railroads . . . strong, healthy, and free to retain their vital place in our free enterprise system. So, let us all do something about it. Write to your senators and congressman. Tell them how you feel about the importance of keeping our railroads alive. ●

RAILROAD CLOCK. As part of the opening last October of the new General Savings Assn. offices in Kansas City, Kansas, officials secured an 80-year-old railroad clock. Arthur Strobel, the Santa Fe's general watch and clock inspector at Topeka, installed the clock for the ceremonial opening. Owned by the railway and valued at $3500, the clock hung in the Independence, Kansas, station for the past 40 years.

Strobel says this type of clock was located where engine and train personnel began and ended their tour of duty. When trains became dieselized there were fewer stops and many railway station clocks were removed from intermediate points. It is still company policy that all personnel must have their watches certified by the railway. They were never allowed to be off more than nine seconds. ●

FOR more than 30 years I have enjoyed reading *Railroad.* My father was a boomer engineer who died in 1959, and I have a son who is a diesel mechanic for the Penn Central. I liked especially the remarks of George J. Gale of Olympia, Wash., concerning the 1912 scene at Graham, Ontario, on the Grand Truck Pacific in your October *Mail Car,* for I was born just outside the Transconia Yards and I lived at Graham in 1921. We occupied boxcars that had been stripped of their trucks and insulated and placed in fields to serve as homes.

We had no electricity or running water there. My mother used to get hot water from steam locomotives for washing her clothing. Food and supplies were shipped in by rail. It was about 120 miles to Ft. William. One day my sister was badly hurt in a sled accident, so they put her in a caboose and rushed her to a hospital there. Graham is still on the map. To this day it remains an isolated hamlet of about 50 people. A logging road does reach it, but nearly all travel in and out still is by rail.

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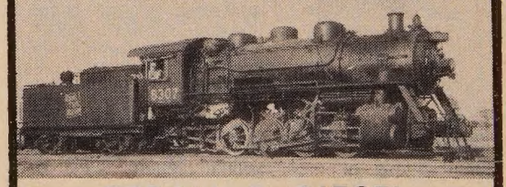

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the Mellus Newspapers, Inc. From *Railroad Magazine* I get ideas now and then for feature articles that our papers publish.—Al DuHadway, 1661 Fort St., Lincoln Park, Mich. 48146. ●

AN OLD landmark which was once the workplace of thousands of shopmen—the Central of Georgia Railway Shops—will be restored and preserved as a railroad museum by the Savannah-Chatham County (Ga.) Historic Site and Monument Commission. This is assured by a Federal grant of $100,000, on a matching basis, from the Historic Preservation Program of the Department of Housing and Urban Development.

Slave labor built those five shops in 1850-55, in ornate Victorian style, with ornamented brick walls and iron roofs. At the time, they were considered "the most complete and elegant" railroad shops in the United States. Due to extensive demolition of railroad buildings, they are among the few structures left in the country that depict the construction trends of their era.

Elsewhere in the South, the Kentucky Heritage Commission has designated the Louisville & Nashville depot at Lebanon, Ky., as a state landmark. The ancient brick station dates back to the 1850's. It, too, came from slave labor. During the Civil War an engine was kept stored inside the shed to prevent her being damaged or stolen by raiders. ●

EARLY in the 1900's, Mme. Ernestine Schumann-Heink, German opera star, stopped for a snack between trains at the railroad station in Canaan, Conn. She was a large woman with a big voice and a hearty appetite, and she appreciated good food.

For dessert she had some of Maggie Reilly's celebrated apple pie. Its fame was already widespread, because the Canaan depot stood at the intersection of the tracks of the Housatonic Railroad and the Connecticut Western Railroad. Passenger traffic was heavy, and the station was an important transfer point.

This station, originally known as Union Depot, went into service in 1872. The last passenger on a regularly scheduled run was served there last April 30th. On that date, the depot was the oldest continuously-operated railroad station in the United States.

Many people in northwestern Connecticut hope (and a few really believe) that regular passenger service will return to the old tracks. They love the station, and they were sad when service was discontinued.

The wooden building was designed for practicality and service, not for grace. It stands about a hundred yards from the intersection of U.S. 7 and Conn. Rte. 44 in the business center of Cannan—and it's a commentary on the sad state of railroads in New England that one locates a railroad station by reference to highways.

Maggie Reilly's pies were only part of the service the Canaan station once offered. There were rooms on the second floor that could be rented for an overnight stay—"suitable for family accommodations," a Connecticut Western Railroad announcement said in 1872.

Still apparently structurally sound, the station looks drab and neglected today. The paint on one wall has scaled so badly that almost no trace of it is left.

The station is still in business, though. It serves no more passengers but an occasional train still drops a freight car to be unloaded or to pick up some freight from the few factories of Canaan. —John Cleary. ●

MORRIS ABBOT asked in October *Railroad* what happened to the engine that went into the river at Little Rock in 1927. Recently, while workmen were driving pilings for relocation of the bridge in that area they struck an underwater object which they could not penetrate. So they sent a diver down to investigate. The obstruction proved to be an old locomotive. Rather than move her or try to raise her intact, they cut her up under the water to get her out of the way. This must have been the engine Mr. Abbot asked about.—Harold O. Holtman, 1934 Idlewild Drive. Greenville Miss. 37801. ●

THE LAST long-distance steam train crossed northern Ohio in May, 1969, on its way back from a special trip out west, where it participated in the 100th anniversary of the completion of the trans-continental railroad at Promontory, Utah.

It was the "Golden Spike Special," pulled by Nickel Plate engine No. 759, and it made an overnight stop at Lima, birthplace of the engine.

Next morning, when the train was brought from the former Lima Locomotive Co. shops to the passenger station, members of the press, local dignitaries, and 100-plus persons who paid $995 each for the New York City-Promontory round trip thereupon got aboard. The passengers had spent the night in Lima hotels.

The departure was delayed, and we soon learned why. There was a non-paying passenger aboard, whom I saw disappearing through the crowd with a couple of policemen close behind.

"Some nut playin' hobo," an angry brakeman yelled, as he gave the high-ball.

The "nut" is Maurice Graham, a cement finisher living at 1338 College St., Toledo, Ohio 43609. He likes to ride trains, but only steam trains—when he can—without buying a ticket. That is, he makes a hobby of being a hobo.

It took some time, but we finally got together and talked over his train ride in Lima, the ones before, and the rides since then.

"Broke three ribs in Lima, but I didn't notice until I got back home, I was that excited," he said.

Maurice Graham had caught the train "on the fly" as it left the locomotive shops in Lima. It was moving about 25

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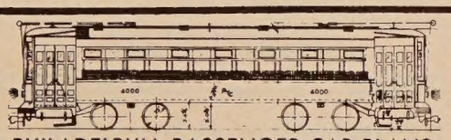
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mph. and he admits he was a bit out of shape.

"A good spot to ride is behind the tender, but the 759 was carrying an extra water car, and this made it hard to get on. I planned to ride all the way to Bellevue, but they found me."

I learned that this man had run away from home at age 12 and spent most of the next seven years riding the rails in many states. That was during the Depression.

"I was adopted by the hoboes," he said. "They showed me how to get something to eat, how to catch trains, and what places to avoid. It wasn't an easy life, but I wouldn't trade the experience for anything."

The hoboes developed a "camp style" of living because they were old army men. Hobo "jungles," or camps grew up at major railroad junction points and near railroad yards.

Mr. Graham feels that the real hobo was a cut above the ordinary drifters, called "tramps" or "bums." Tramps were called that because they walked, and never rode trains or hitched rides with motorists. They were loners; walking from farm to farm, town to town, carrying a blanket roll and some food in a knapsack.

"I've met some tramps who've literally walked enough miles to go around the world," he recalls, "but they weren't too sociable."

World War II finished off most hoboes, with many finding jobs and others growing too old to keep up life on the road. Mr. Graham thinks it was a combination of prosperity and the death of the steam locomotive that finished off this breed.

"Many hoboes were professional men who drifted away from jobs and took to the road for personal reasons. When they'd hear that old steam whistle moan in the middle of the night, they'd just get up and go off without a word."

Mr. Graham wandered for years from state to state, nearly freezing in Montana, and working on a county work detail picking potatoes in Wyoming. Finally he got married in Texas, settled down, and later moved to Ohio.

But in 1969, when he heard that the steam special was coming through Ohio on its way West, Mr. Graham got the hobo fever again, and went to Bellevue to see No. 759.

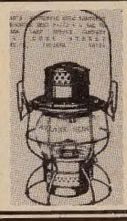
"When I heard that steam whistle and saw the train go through, it burned into my soul. I couldn't sleep good for the next few nights and knew I had to ride it."

Mr. Graham said he has ridden famous trains like the *Wabash Cannonball,* the *Pan American* out of Louisville, and the *James Whitcomb Riley* in Indiana. The best place to ride is between the cars, alongside the vestibule, or behind the tender. Some of the older cars had steel rods and some of the old hoboes put boards across, but it was pretty dangerous because the boards kept bouncing loose. Recently, he has ridden trains on steam tourist roads.

"In another ten years or so," he predicts, "the only steam engines will be in museums. It just costs too much to keep them running."—Hank Harvey, in *The Toledo Blade.* ●

Photograph by Herral Long (*The Toledo Blade*)

Known as "Steam Train" Murray Graham, this amateur hobo is also a railfan.



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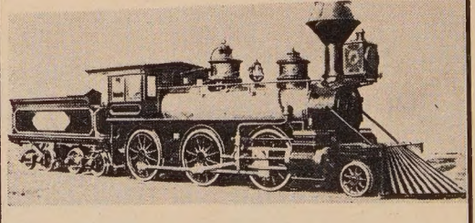


PHOTOGRAPHS OF THE MONTH

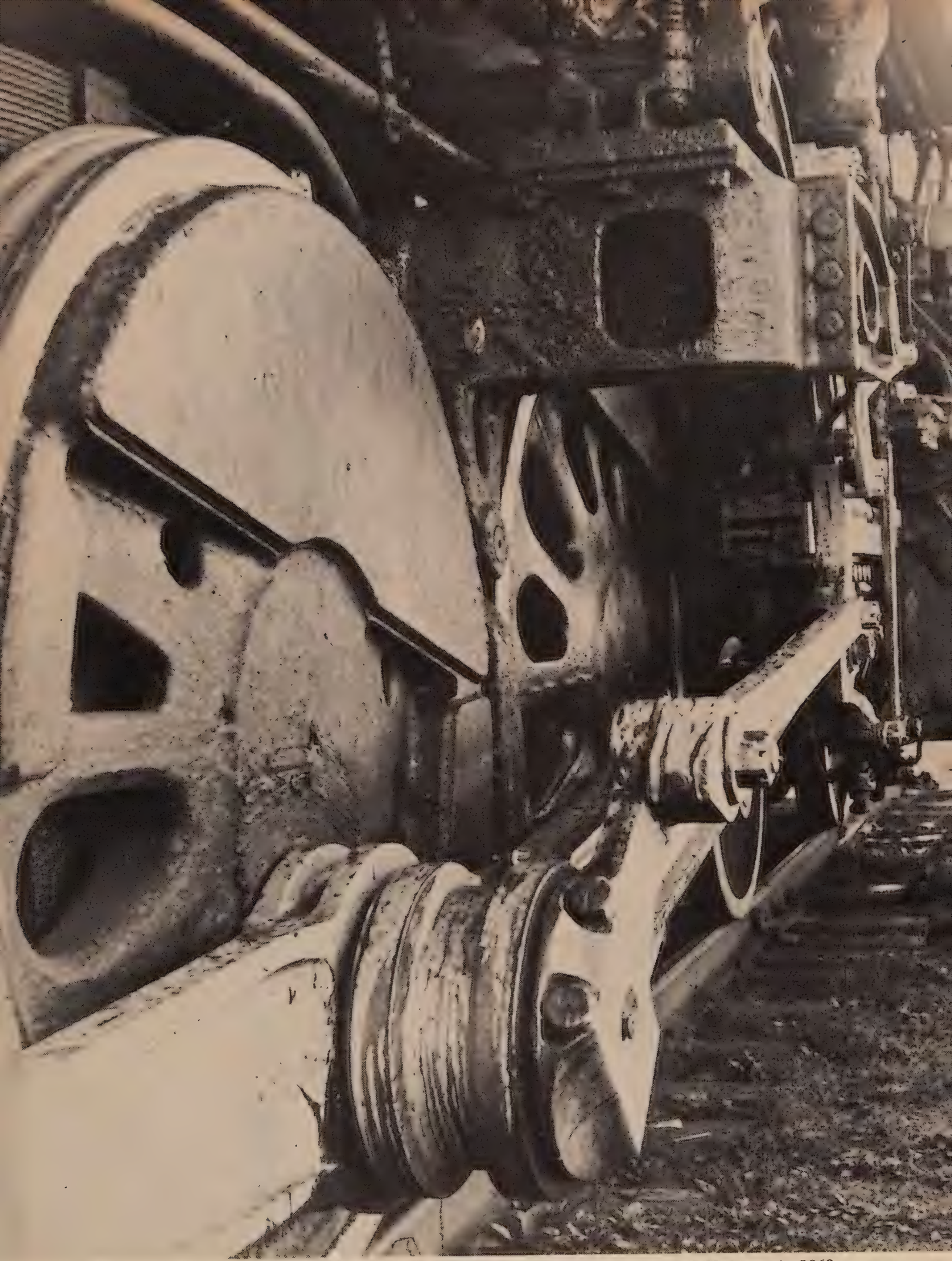
Charmer Penny Pegler, 18-year-old daugh- of Alan Pegler, owner of the Flying Scots- man, on bridge of Western Pacific vessel. Train was on way to Powell Street, San Francisco, where it was to be unloaded, for exhibition at nearby Fisherman's Wharf, to remain there until next spring.
Photograph by Lee Shrwood, Western Pacific

Seaboard Coast Line train 98, pulled by old doodlebug No. 4900, annulled last year, at Arcadia, Fla., on through connection for the Champion at Lakeland, is shown here.
Photograph by G. W. Gerhart, P.O. Box 245, Miami, Fla. 33138

ARCADIA
SCL
SEABOARD COAST LINE
4900
CHAMBER OF COMMERCE

The quietness of a Sunday afternoon (October 10, 1970) is interrupted by the rumble of a Burlington Northern train headed by former Spokane, Portland & Seattle units, followed by an ex-Burlington G-P 35, rolling into Klamath Falls, Oregon, after a run from Wishram, Washington. In the lead is Burlington Northern No. 4116; then come 4256 and 4261, PA No. 4100, finally we see G-P 35 2530.

Henry W. Brueckman, Box 1545, Vallejo, Calif. 94590



Mighty symbol of steam power: ex-Reading 4-8-4 No. 2102 on a fantrip at Durand, Michigan, in 1968.
John B. Corns, 1614 Ambler Ave. S.W., North Canton, Ohio 44709

Canadian National No. 6218 makes photo run-by at Breslau, Ontario, on Upper Canada Railroad Club '70 trip.
Photograph by Bill Botkin, 13 Columbia Road, Convent Station, N.J. 07961

Collection of Ralph A. Miller, 742 W. St. Paul Ave., Waukesha, Wis. 58186

Echoing down the trail of long ago is Iowa Central No. 57, pausing briefly at Story City, Iowa, while crew and passengers watch the "birdie."

New rail flaw detector for finding cracks, voids and other rail defects has been introduced by Branson Instruments Company, Stamford, Conn. The RFD-3 combines the simple operation of the Branson Audigage with the light weight and ruggedness of solid state circuitry. In making a test, the transducer is pushed over the rail surface while operator listens for rail defects, which will be corrected later.

"I wonder what a caboose looks like inside," wonders fair belle Vivian Ryan as she climbs aboard for a ride on the Gold Coast museum railroad at Ft. Lauderdale, Fla., last July.
Photograph by William T. Morgan, P.O. Box 6863, Ft. Myers, Fla. 33902

1821
1821

Northern Pacific 2-8-2 No. 1821, class W3, at south 25th Street on the hill leading to Tacoma, Wash.

Photo by W. Wilkinson, 4423 North 11th St., Tacoma, Wash. 98406

Anonymous Train-Watcher at Richmond, California

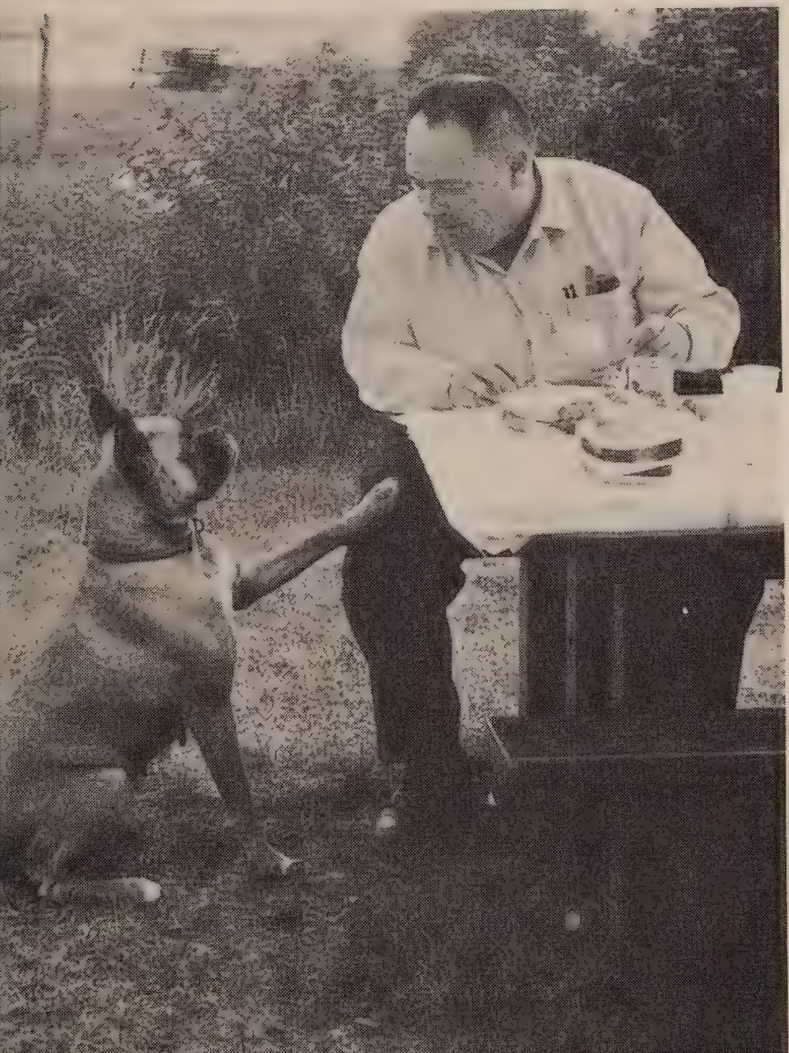
She sees a Santa Fe switchman cut off the power from the *San Francisco Chief*, which has just arrived at Richmond, end of its run. The units will be moved around the wye to fueling facilities near the roundhouse. Date is February 27, 1971.

Virgil C. Staff, P.O. Box 268, Berkeley, Calif. 94701

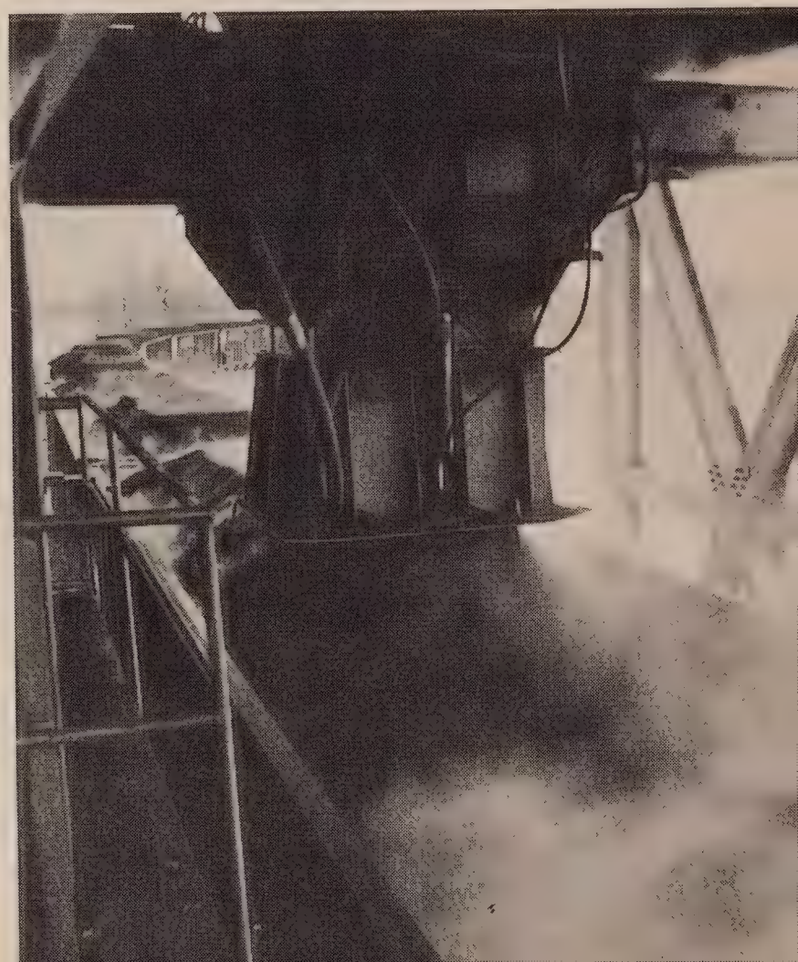
Railfans line up in Indianapolis Union Station to view the *Turbo Train*, which arrived there on tour last Sept. 5. The depot model shown in the center is used in a "Save Union Station" campaign. Too many stations are being razed.
James G. Schneider, Box 562, Kankakee, Illinois 60901

Photo by Dick Towle, pres. of NMRA, NE Region

Don Robinson, B&M train dispatcher and one of our *Interesting Railfans* (Sept. '71), had a guest at the lobster feed of the Hub Chapter, National Model RR. Assn., in the summer of 1970. Don has always had a fondness for animals.



100-ton car is filled in 90 seconds! The train keeps moving as coal pours in at Inland Steel plant near Sesser, Illinois. The first cars are filled "on the run," 4,000 tons an hour, from device built by FMC, Link-Belt Material Handling Systems Div. The coal rides a conveyor belt from storage silos to coal-loading station. The first cars in the train are given "steam" coal to generate power. Then "metallurgical" (coking) coal is loaded into the other cars on this train.



New York Central engine 2232 is seen wheeling a drag freight train eastbound near Willow Run, Michigan, on August 12, 1948.
Both photographs by Elmer Treloar

Canadian National train 17, with freshly-painted engine 6222, is highballing westward from Paris, Ontario, on a May day in 1955.

HAVING SUBJECTED hundreds of steam locomotives to hydrostatic tests—with warm water every time, as the rules required—I cannot understand a statement made by Rockwood T. Roberts in an article he wrote for *Railroad Magazine* last February to the effect that he used *cold* water in such a test.

My career as a railroad shopman began in 1908, and was intermittent until 1917. For 41 years thereafter, until I retired, my service was continuous first as a helper, then as a machinist, and finally as a car and roundhouse foreman for the Northern Pacific.

For about four years just before the shopmen's strike of 1922 I worked in the Southern Pacific's Brooklyn shops in Portland, Oregon. At that place the SP also had a blacksmith backshop and a passenger coach repair and paint shop, besides a large freight repair shop and woodworking mill. Altogether, nearly 800 men were employed by those shops in 1922. Our division extended from Portland to Ashland, Oregon, plus branch lines, and was all single-tracked, as it is today. As the motive power was rather old and often needed repair, our roundhouse force was hard put to supply as many engines as the dispatchers called for. The SP was then moving just about all of the north- and southbound freight that ran between California and the northern states, for there were no modern highways nor motor trucks worth mentioning.

All TW-class engines in the 2900 series had been built as ten-wheelers and later converted to twelve-wheelers in the company shops. The frames were cut, new parts were inserted, and the boilers were lengthened. These engines had rather small drivers, which made them better suited for hauling than for speed, and they were used mostly on

Photograph by H.S. Harvey, 1425 S.E. Flavel St., Portland, Oregon

(Left) Southern Pacific No. 2932, 4-8-0, on the old Tillamock branch out of Portland. (Above) Roundhouse scene at old Brooklyn Shops where there was always plenty going on.

I Helped to Rebuild STEAM LOCOMOTIVES

by Ralph E. May

Southern Pacific photograph

branch lines. Their four-wheeled engine trucks must have been easy on the tracks. TW's could run on industry tracks that would have been unsafe for larger, heavier engines.

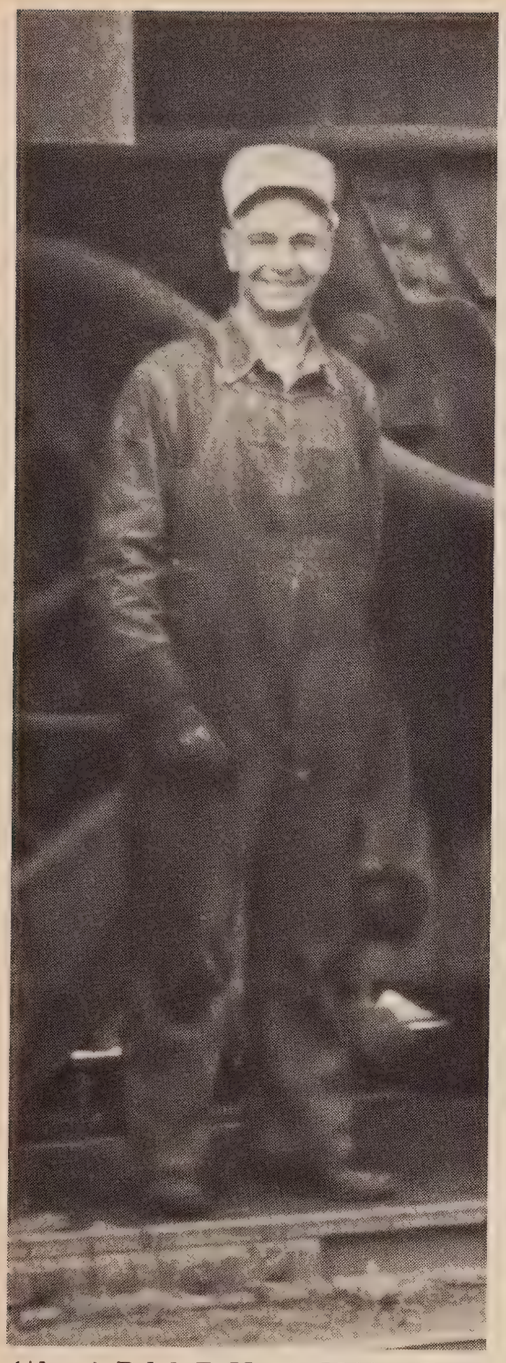
As the first section of the frame and cylinders was moved forward, all the valve gear and links likewise moved; but eccentrics were left on their original axles, which had become the third driver axle. Eccentric blades were lengthened and curved to go over and under No. 2 axle and were very heavy. They were fastened to eccentric straps with a butt joint and two bolts and could have liners applied to "square up" the valves. Their weight and length caused the eccentric straps to wear rapidly, so that most of them were pretty sloppy.

One morning while passing out work slips to a machinist named Hertle, foreman Bill Gaskin instructed: "The night foreman couldn't get this 2900 engine to move. He says the eccentric blades are crossed. The go-ahead blade is fastened to the bottom of the link while the back-up blade is fastened to the top, or so he says. I don't believe it's possible, but take a look anyhow.'"

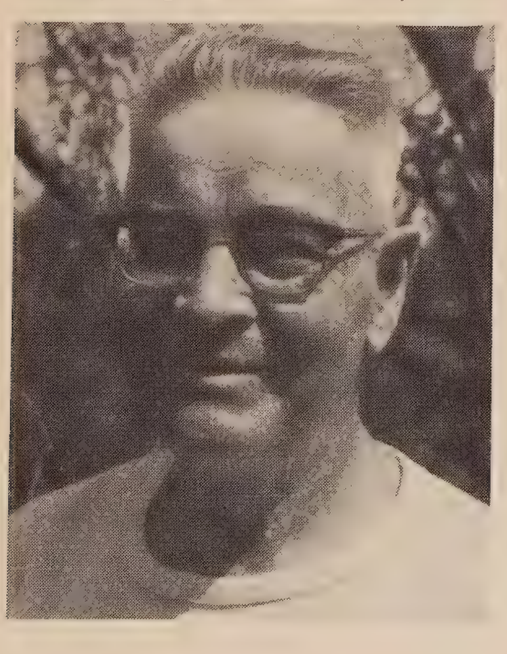
Well, Hertle found what the night hostler had reported. Also, the gear was so wobbly that it took only a short time for him to remove the pins, connect up the blades, and move on to the next job. By this time Bill had given everybody a work slip. He walked over to see what Hertle had found, but that machinist had finished and gone away.

The foreman muttered: "If this company would can all the hostlers and the entire night crew, things would be a helluva lot better around here."

When he located Hertle, the latter convinced him that the eccentric blades had actually been crossed, but the whole gear was so sloppy that he'd had no trouble in making the change.



(Above) Ralph E. May in 1944 at Everett, Wash., while with Northern Pacific. (Below) Ralph as he looks today.



Where are they now? Old roundhouse crew about 1920 outside Southern Pacific Brooklyn Shops. Author is standing 13th from left in this long ago photograph.
Photographs by Ralph E. May

"If I had my way," Bill growled, "I'd scrap the whole damned lot of 2900's."

A short time afterward I was on the night shift myself. One time a 2900 pulled in about midnight and went right out again as soon as the crew had eaten a meal. She tied up at an outlying point and came to the roundhouse only for water, fuel, and any light repairs that might be needed. This time the engineer reported that the front section of her left side-rod was bent. Now, when these engines had been converted to twelve-wheelers the counterbalance had to be made heavier. This was done by riveting a flat iron plate to the counterbalance. Both sides were the same.

Looking over this engine, I saw no evidence of a fresh bend. So I went away to another job. When the engineer returned and saw that nothing had been done on his engine, he was furious. He hunted up the night roundhouse foreman, Bill Higgins, and spilled his tale of woe. He said the workmen were incompetent and he refused to leave before the engine was repaired.

I was dragged into the argument. I asked the engineer: "Why didn't you also report that the right front rod was bent? Come on over and I'll show you what I mean."

Sure enough, the right side-rod was bent, but he ran around to the left side to compare the two. This trip around the engine from one side to the other was made several times before the hogger was convinced that nothing was wrong after all. Both rods were bent normally. But he wanted to know why the offset had been put in the rods and he admitted that in all the times he had used one of these engines he'd never before noticed this condition.

One bad feature was the firebox being quite deep and extending down between the back driving wheels. As the boxes became worn, the tires began hitting the side-sheet, and then someone tried to get the boiler aligned away from the wheel. Although this could be done, it usually resulted in the other side rubbing too much; so there followed a continuous round of trying to correct this fault until finally there was nothing to do but drop the back wheels and take up the back drivers' lateral motion. This was a repair the company didn't like to make until it was unavoidable, for it tied up the drop pit, besides holding one of the TW-class engines out of service.

One day somebody had the happy thought that the boilermakers could solve the problem if they would remove the stay-bolts and set in the side-sheet a little. Well, the general foreman of the boiler shop finally was talked into "bootlegging" this job on one of the 2900's that was getting a general repair in the backshop.

All went well. The management didn't hear anything about it and everybody was feeling happy over the so-

lution of a long-vexing problem. The side-sheet had been heated and set in a half-inch on each side. In some mysterious manner—as sometimes happens—a mistake had been made when the measurements were given to the boring-mill operator. As a result, one box was an inch thicker than the other box; but no one observed the error.

When the time came to replace the wheels under the engine, the boiler-shop general foremen and several other men showed up to watch the proceedings. As the wheels went up, the men saw that on one side a wheel was in contact with a side-sheet. The boiler foreman said to the backshop foreman: "Well, I set the firebox side-sheet in one-half inch and you set the driver wheel in one inch." Then he strode away, muttering to himself.

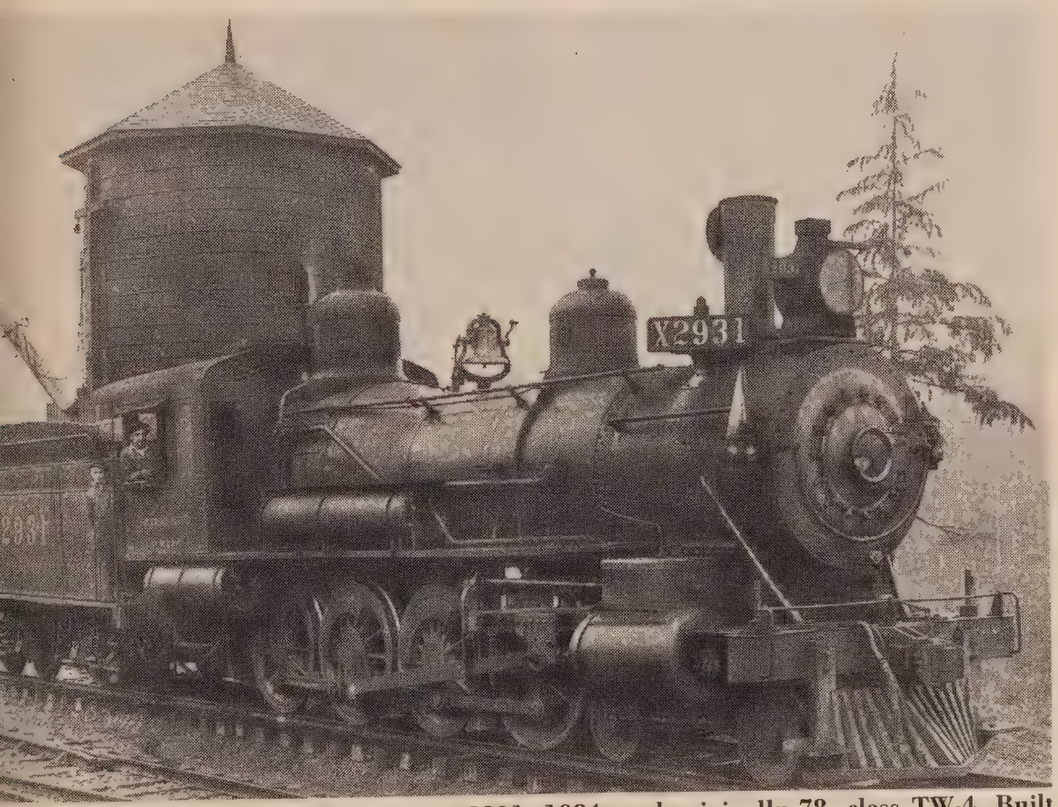
Of course, the wheels had to be dropped and the boxes worked over again. However, this fairly well solved the problem of keeping the firebox away from the wheels. Other engines of the same type also were changed the same way. I never learned whether or not the higher officials found out just what had been done.

Another practice in effect at that time was the assigning of a roundhouse man to fill lubricators. He had a chart showing just how much oil to put in for any trip. No other oil was issued to the engine and she was not filled until after she had been called. Hoggers were very careful not to use extra oil. At the end of a run they would drain out any remaining oil into a bottle and carry it with them so that they would have a small amount available for emergencies. All this made for excessive wear on cylinders. It seemed that someone was always changing rings, or there were re-bore jobs or new busings applied.

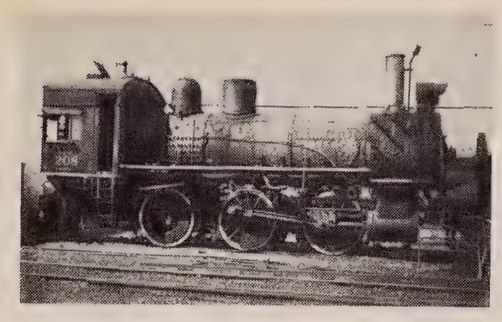
Southern Pacific No. 5021 is being hosed down by hostler outside Brooklyn Shops.
Photograph by H.S. Harvey

The slip foreman, Mack Bethune, told me one morning to change rings on a large passenger 4-6-0; so I started to work on it with my helper, George Robinson, at seven a.m. George was a small man, probably never weighed more than 130 pounds, but one of the best helpers I ever had. I had to tell him something only once. As we had changed cylinder rings on many engines, he knew just what to do. While I was gathering our tools he found the hostler and got the engine spotted. These 4-6-0's had extension piston-rods and were so built that when they were spotted for the removal of the right crosshead pin, the left one also could be taken out.

Our job went smoothly and we made good time without hurrying. The engines had 22-inch cylinders and three rings to each piston. The rings were ordinary gray cast-iron three-quarters by three-quarters of an inch and were ordered 22 and three-eighths in diameter. Our practice was to bounce them on the floor; they would break in the weakest places, and then a piece was cut out. We knew from experience just about how much to cut out to go into the cylinder. No attempt was made to fit them, for with three rings they weren't likely to fall into place with the breaks in line. Besides, in a very short time someone else would put in a new



SP No. 2931, formerly numbers 2831, 1984, and originally 78, class TW-4. Built by Cooke in 1882, she was scrapped in 1950. She is down at the old water tower at Timber, Oregon, about 1915. Later she was taken to the Portland Shops where she was rebuilt and modernized. No. 2931 made many picnic train runs in 1920's.
Collection of Harold K. Vollrath, 8938 Maple Drive, Shawnee-Mission, Kansas



SP switcher No. 208 being rebuilt at Portland Shops. Originally built by Baldwin in 1901 as 0-6-0 No. 1079 class S-5 she was later converted to a shop switcher to move dead engines to and from turntable and shop bay.
Collection of Harold K. Vollrath

set; so why take more time than you had to?

Mack suggested that after we finished we should go to another engine of the same class and change her rings also. Well, when we did that we found still another wonder—she was spotted perfectly for removing both crosshead pins. As a result, we finished on the second engine a few minutes before noon. Mack complimented me, saying it was the first time he had ever known anyone to change rings on both sides of two engines in five hours.

One day I was replacing a throttle after a hydro test on a little engine with a small high dome and a throttle standpipe in two parts. The first, or lower, part went back without much trouble; but when I sought to connect the top section, nothing seemed to work right. For a while I had been working with my head far down in the dome and it seemed that the dome-cap studs were continually aiming to puncture my belly. Mack came up to see how I was doing. I was about ready to blow up, being hot and red-faced, with sweat streaming down into my eyes and my belly harassed by those damned studs.

He said: "If you sent your helper down and let him connect up the joints, you wouldn't be so hot and riled up."

I replied: "And how in hell would he get out after all was connected up?"

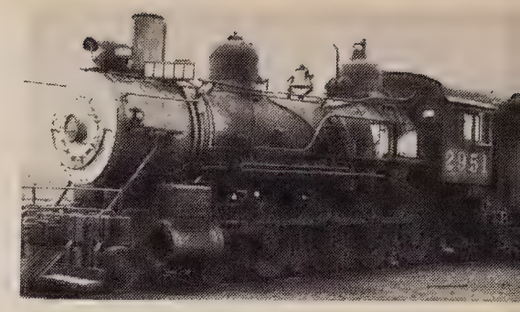
"In that case," Mack said with a grin, "just come and tell me and I could get you another helper."

This left me open-mouthed and speechless. After a minute I realized that he'd only been trying to ease my tension, for he must have seen that I was near the exploding point. After that, for some reason, the job went on more calmly.

On another occasion I was sent to remove a steam-dome casing and discover where all the escaping steam was coming from. An examination showed a rather serious leak around one of the rivets where the dome was fastened to the boiler. Our boiler foreman decided that the rivet would have to come out and, in fact, to remove two on each side. The boilermakers rigged up a platform on which to stand while driving new rivets. One of the oldest helpers was assigned to "buck up."

After all had been set, out came the first hot rivet. It was started in the hole. The helper slammed the bucking bar against it, and the boilermaker inside began at once to drive it up before it cooled. This was a dandy idea, except that the helper, eager to impress us with his skill, missed the rivet. The first burst of power sent the hot missile flying back out of the hole. As the helper had bent over with the throat of his shirt open, it sailed right into this catch pocket! The helper yelled and straightened up. Thereupon the hot rivet took a downward course, leaving a row of painful blisters on his chest and belly. Then he caught it in a fold of clothing, which he held away from his body until it burned through and fell away. The injury wasn't serious, but I am sure the helper had felt much better before it happened.

These are but a few examples of events that occurred in the shops while trains were rolling over the road, brass-buttoned conductors were taking up tickets, and operators were handing up flimsy orders to the crews. ●



SP No. 2951, formerly 2851, and originally 2004, class TW-2, built by Schenectady, 1892, seen awaiting shop repairs at Portland Shops in Aug. '49.
Collection of Harold K. Vollrath

Photograph by Ralph E. May

Northern Pacific No. 1111 shown during last days of operation in yards at Everett, Wash., in September, 1957. Locomotive was later taken to Seattle for scrapping. She was built in American Locomotive Company, Pittsburgh plant.

Canadian Pacific Railway

Motive Power Roster Compiled by Sy Reich

Canadian Pacific's sleek train No. 1 curves through scenic Rockies westbound near Mt. Rundel, Alberta, August 16, '56.
Top and bottom photos by Elmer Treloar, 101 California, Highland Park, Mich. 48203

Railroad Class	Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tract. Effort	Weight	Date	Notes
HS-5a	10-11 (1st)	500	CLC	H44A1	B-B	26,400	88,000	1956	1
HS-5a	10-11 (2nd)	500	CLC	H44A1	B-B	16,000	88,600	1957	
HS-5b	12-16	500	CLC	H44A1	B-B	16,000	88,600	1958	40
HS-5c	17-18	500	CLC	H44A1	B-B	16,000	88,400	1959	1
HS-5d	19-23	500	CLC	H44A1	B-B	16,000	88,500	1960	
SB-10a	B100-B101	----	MCGE	E-1800-A	B-B	43,000	240,000	1951	
SB-10b	B102-B103	----	MLW	E-1800-A	B-B	43,000	230,000	1957	
DPA-15a	1400-1404	1500	GMD	FP7A	B-B	33,000	263,000	1953	2
DPA-17a	1405-1415	1750	GMD	FP9A	B-B	33,000	260,000	1954	37
DPA-15b	1416-1421	1500	GMD	FP7A	B-B	33,000	260,000	1952	3
DPA-15c	1422-1431	1500	GMD	FP7A	B-B	33,000	261,800	1952	4
DPA-15d	1432-1434	1500	GMD	FP7A	B-B	33,000	259,500	1951	5
DPA-22a	1800-1802	2250	GM-EMD	E8A	A1A-A1A	27,000	331,000	1949	41
DPB-17a	1900-1907	1750	GMD	F9B	B-B	33,000	255,000	1954	6
DPB-15a	1908-1911	1500	GMD	F7B	B-B	33,000	254,000	1951	7
DPB-15b	1912-1919	1500	GMD	F7B	B-B	33,000	254,000	1952	8
DRS-20a	3000-3005	2000	GMD	GP38	B-B	47,000	262,000	1970	
DRS-20b	3006-3020	2000	GMD	GP38	B-B	47,000	262,000	1971	
DFA-15a	4000-4007	1500	Alco-GE	FA-1	B-B	45,000	248,000	1949	9
DFA-15b	4008-4015, 4016 (1st), 4017-4027	1500	MCGE	FA-1	B-B	45,000	249,000	1950	9
DFA-15b	4016 (2nd)	1500	MCGE	FA-1	B-B	45,000	249,000	1950	36
DFA-15c	4028-4037	1500	GMD	FP7A	B-B	47,000	260,000	1950	10,35
DFA-15d	4038	1500	GMD	FP7A	B-B	47,000	256,000	1951	
DFA-15d	4039-4041	1500	GMD	FP7A	B-B	47,000	260,000	1951	5
DFA-16a	4042-4051	1600	MCGE	FA-2	B-B	45,000	249,000	1951	11
DFA-16b	4052-4057	1600	CLC	CPA 16-4	B-B	47,000	263,000	1952	38,42
DFA-15e	4058-4063	1500	GMD	FP7A	B-B	47,000	260,000	1952	3
DFA-16c	4064-4065	1600	CLC	CPA 16-4	B-B	46,000	255,000	1951	12
DFA-15f	4066-4075	1500	GMD	FP7A	B-B	47,000	262,000	1952	4
DFA-16d	4076-4081	1600	CLC	CFA 16-4	B-B	47,000	258,000	1953	13

CP freight train in Canadian Rockies.
Canadian Pacific Railway

Canadian Pacific eastbound freight train on the north shore of Lake Superior at Rossport, Ontario, August 15, 1951.

Canadian Pacific's Baldwin No. 8003, one of only 13 such units built for the CP, sits out a warm afternoon near the Victoria, B.C., roundhouse on September 26, 1970. The DRS-4-4-10, and her sisters, are all assigned to Vancouver Island. She is one of the few in the new orange and white paint dress scheme.

Robert L. Hogan, 2250 Pelham Pl., Oakland, Calif. 94611

Railroad Class	Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tract. Effort	Weight	Date	Notes
DFA-16e	4082-4083	1600	MCGE	FPA-2	B-B	47,000	262,000	1953	
DFA-16e	4084-4086	1600	MCGE	FA-2	B-B	47,000	259,000	1953	
DFA-16e	4087-4093	1600	MCGE	FA-2	B-B	47,000	259,000	1953	
DFA-16f	4094-4098	1600	MCGE	FPA-2	B-B	47,000	262,000	1953	14
DFA-15g	4099-4103	1500	GMD	FP7A	B-B	47,000	263,000	1953	2
DFA-16g	4104-4105	1600	CLC	CPA 16-4	B-B	48,000	256,000	1954	
DRF-24a	4200	2400	MLW	DL-640-A	B-B	46,000	258,000	1963	15,16
DRF-24b	4201-4232	2400	MLW	DL-640-A	B-B	47,000	259,000	1965	16,17
DRF-24c	4233-4248	2400	MLW	DL-640-A	B-B	47,000	263,000	1965-6	18
DRF-24d	4249-4250	2400	MLW	DL-640-A	B-B	47,000	263,000	1966	35
DFB-15a	4400-4403	1500	Alco-GE	FB-1	B-B	45,000	247,900	1949	19
DFB-15b	4404-4423	1500	MCGE	FB-1	B-B	45,000	248,000	1950	19
DFB-15c	4424-4437	1500	GMD	F7B	B-B	45,000	249,000	1951	8,20
DFB-15d	4438-4448	1500	GMD	F7B	B-B	47,000	259,000	1952	8
DFB-16a	4449-4454	1600	CLC	CPB 16-4	B-B	46,000	256,000	1952	45
DFB-16b	4455-4458	1600	CLC	CFB 16-4	B-B	47,000	259,000	1953	43
DFB-15e	4459-4462	1500	GMD	F7B	B-B	45,000	248,000	1958	
DFB-16c	4463-4464	1600	MCGE	FPB-2	B-B	47,000	259,000	1953	
DFB-16c	4465-4467	1600	MCGE	FB-2	B-B	47,000	259,000	1953	
DFB-16c	4468-4470	1600	MCGE	FB-2	B-B	47,000	259,000	1953	
DFB-16d	4471-4472	1600	CLC	CPB 16-4	B-B	47,000	256,000	1954	
DRF-30c	4500-4507	3000	MLW	DL-630	C-C	71,000	393,000	1968	
DRF-30d	4508	3000	MLW	DL-630	C-C	71,000	392,000	1969	
DRF-30c	4509-4516	3000	MLW	DL-630	C-C	71,000	392,000	1969	
DRF-30d	4550-4553	3000	MLW	DL-630	C-C	71,000	392,000	1969	
DRF-30e	4554-4555	3000	MLW	DL-630	C-C	71,000	392,000	1969	
DRF-30f	4556-4557	3000	MLW	DL-630	C-C	71,000	392,000	1970	
DRF-30d	4570-4575	3000	MLW	DL-630	C-C	71,000	392,000	1969	
DRF-30f	4576-4581	3000	MLW	DL-630	C-C	71,000	392,000	1970	
DRF-36a	4700-4719	3600	MLW	DL-636	C-C	71,000	392,000	1969	
DRF-36b	4720-4729	3600	MLW	DL-636	C-C	71,000	392,000	1970	
DRF-36c	4730-4737	3600	MLW	DL-636	C-C	71,000	392,000	1970	
DRF-36d	4738-4743	3600	MLW	DL-636	C-C	71,000	392,000	1970	
DRF-36d	4744	4000	MLW	DL-640	C-C	71,000	396,000	1971	
DRF-22a	5000-5001	2250	GMD	GP30	B-B	47,000	259,000	1963	21
DRF-25a	5002-5013	2500	GMD	GP35	B-B	47,000	260,800	1964	21
DRF-25b	5014-5023	2500	GMD	GP35	B-B	47,000	262,000	1965	22,49
DRF-25c	5024-5025	2500	GMD	GP35	B-B	47,000	262,000	1966	23
DRF-30a	5500-5531	3000	GMD	SD40	C-C	70,000	388,000	1966	
DRF-30b	5532-5564	3000	GMD	SD40	C-C	71,000	393,000	1967	
DS-6a	6500-6505	660	MCGE	ME-660	B-B	38,000	199,000	1951	
DS-6b	6506-6512	660	MCGE	ME-660	B-B	38,000	199,000	1952	
DS-6b	6513-6517	660	MCGE	ME-660	B-B	38,000	199,000	1952	
DS-6c	6518-6522	660	MCGE	ME-660	B-B	38,000	199,000	1953	
DS-6d	6523-6526	660	MLW	E-1530-B	B-B	38,000	199,000	1955	
DS-6d	6527-6535	660	MLW	E-1530-B	B-B	38,000	199,000	1955	
DS-6d	6536	660	MLW	E-1530-B	B-B	38,000	199,000	1955	
DS-6e	6537-6547	660	MLW	E-1530-B	B-B	37,000	198,000	1955	
DS-6f	6548-6557	660	MLW	E-1530-B	B-B	37,000	198,000	1956	
DS-6f	6558-6559	660	MLW	E-1530-B	B-B	37,000	198,000	1956	
DS-6g	6560-6561	660	MLW	E-1530-B	B-B	40,000	212,000	1956	50
DS-6h	6562-6571	660	MLW	E-1530-B	B-B	37,000	196,000	1957	
DS-6h	6572-6600	660	MLW	E-1530-B	B-B	37,000	196,000	1957	
DS-6j	6601-6602	660	MLW	E-1530-B	B-B	37,000	196,000	1958	
DS-6j	6603-6604	660	MLW	E-1530-B	B-B	37,000	196,000	1958	
DS-6j	6605-6608	660	MLW	E-1530-B	B-B	37,000	215,000	1958	
DS-6j	6609-6611	660	MLW	E-1530-B	B-B	37,000	196,000	1958	
DS-6k	6612-6613	660	MLW	E-1530-B	B-B	37,000	196,000	1958	24
DS-6m	6614-6615	660	MLW	S11	B-B	37,000	195,000	1959	
DS-6m	6616-6623	660	MLW	S11	B-B	37,000	195,000	1959	
DS-8a	6700-6703	800	GMD	SW8	B-B	42,000	232,000	1950	
DS-8b	6704-6709	800	GMD	SW8	B-B	42,000	232,000	1951	
DS-9a	6710-6720	900	GMD	SW900	B-B	42,000	233,000	1955	
?	7000	600	Ntl. Stl.	?	B-B	?	?	1936	25

Canadian Pacific Notes

Roster compiled from data supplied by CP's chief of motive power and rolling stock, the V&E, and Striegel Supply & Equipment.

As of April 1, 1971, these units were on the CP roster: 10-11 (2nd); 12; 16-23; B100-B103; 1400; 1402-1418; 1432; 1800; 1802; 1900-1901; 1903-1905; 1907-1908; 3000-3020; 4015-4016; 4019; 4025; 4029-4031; 4033-4040; 4042; 4047; 4049-4050; 4052-4053; 4055; 4057; 4061-4075; 4078; 4081; 4082-4097; 4104-4105; 4200-4250; 4404-4410; 4416; 4427; 4431-4433; 4435; 4437-4448; 4453; 4455-4456; 4458-4472; 4500-4516; 4550-4557; 4570-4581; 4700-4744; 5000-5025; 5500-5565; 6500-6623; 6700-6720; 7010-7118; 7400-7405; 8000-8046; 8100-8171; 8400-8404; 8407; 8409-8412; 8414-8419; 8421-8424; 8426-8454; 8456-8460; 8462-8468; 8470-8473; 8475-8546; 8548-8556; 8558-8728; 8730-8839; 8900-8901; 8903-8905; 8909; 8917; 8921.

Locomotive builders: CLC, Canadian Locomotive Co.; MCGE, Montreal Locomotive Works-Canadian General Electric; MLW, Montreal Locomotive Works; GMD, General Motors Diesel Ltd.; GM-EMD, General Motors-Electro Motive Div.; Alco-GE, American Locomotive Co.-General Electric Co.; Ntl. Stl., National Steel Car Co.; BW-CLC, Baldwin-Westinghouse-Canadian Locomotive Co.; FM-CLC, Fairbanks Morse-Canadian Locomotive Co.

(1) 10-11 (1st) never accepted by the CP; rebuilt to 17-18.

(2) 1400-1404 were originally 4099-4103, then 1400-1404 (3/4/54, 3/28/54, 4/15/54, 4/29/54, 4/1/54). 1401 was traded for 5024 (10/7/65).

(3) 4058-4063 were renumbered 1416-1421 (12/18/54, 1/13/55, 1/7/55, 1/22/55, 1/22/55, 1/6/55, 12/18/54). 1419-1421 were renumbered 4061-4063 (1/26/66, 1/28/66, 1/13/66).

(4) 4066-4075 were renumbered 1422-1431 (10/20/54, 11/23/54, 11/16/54, 10/28/54, 12/29/54, 11/5/54, 10/18/54, 12/18/54, 12/4/54, 1/3/55); then 4066-4075 (1/21/66, 9/24/65, 9/30/65, 11/4/65, 1/25/66, 2/10/66, 1/11/66, 10/1/65, 12/29/65, 1/22/66).

(5) 4039-4041 were renumbered 1434-1432 (4/12/55, 4/7/55, 1/9/55); then 4039-4041 (5/16/60, 1/11/66). 4041 was renumbered 1432 (2/12/69).

(6) 1902 was traded for 8200 (4/12/65). 1906 was traded for 5025 (10/7/65).

(7) 1908-1911 were originally 4434-4437, then 1908-1911 (1954). 1910 was traded for 8201 (4/25/65). 1909, 1911 were renumbered 4435, 4437 (1966).

(8) 4434-4445 were renumbered 1908-1919 (11/11/54, 12/14/54, 12/8/54, 12/19/54, 11/18/54, 11/21/54, 10/18/54, 1/7/55, 1/12/55, 1/4/55, 10/21/54, 10/27/54). 1909, 1911-1919 were renumbered 4435, 4437-4445 (2/10/66, 1/20/66, 10/13/65, 10/7/65, 10/25/65, 10/1/65, 10/15/65, 10/18/65, 11/1/65, 11/3/65).

(9) 4000-4027 were rebuilt to 1600 hp. 4000-4014, 4017-4018, 4021-4024, 4026-4027 were traded for 4227 (8/24/65), 4203 (3/24/65), 4236 (10/26/65), 4225 (8/18/65), 4247 (1/19/66), 4216 (6/28/65), 4243 (11/18/65), 4235 (10/26/65), 4211 5/18/65), 4212 (5/14/65), 4242 (11/18/65), 4249 (2/3/66), 4213 (6/7/65), 4215 (6/18/65), 4226 (8/19/65), 4248 (11/6/65), 4223 (10/13/65), 4232 (10/6/65), 4248 (2/2/66), 4220 (7/28/65), 4223 (8/13/65), 4204 (3/26/65), 4207 (4/19/65). 4016 rebuilt to 8824 (1957). 4020 retired (6/11/70).

(10) 4028, 4032 were traded for 5019 (5/27/65), 5023 (8/5/65).

(11) 4043-4046, 4048, 4051 were traded for 4224 (8/14/65), 4221 (8/4/65), 4205 (4/7/65), 4250 (2/14/66), 4206 (4/7/65), 4228 (8/25/65).

(12) 4064-4065 were originally CLC demonstrators 7005-7006, then CP 4064-4065 (12/10/51).

(13) 4077 scrapped. 4076, 4079-4080 retired (10/31/69).

(14) 4098 traded for 4201 (3/2/65).

(15) 8474 rebuilt to 8300, renumbered 4200 (4/15/65).

(16) 4201-4232 were originally to be 8301-8332 but were renumbered before delivery.

(17) 8301-8332 were rebuilt from 4098, 8469, 4001, 4026, 4045, 4048, 4027, 4419, 4411, 4422, 4009, 4008, 4017, 4413, 4018, 4005, 8405, 4402, 8408, 4023, 4044, 4420, 4024, 4043, 4003, 4021, 4000, 4051, 4400, 4423, ?, ?.

(18) 4233-4248 rebuilt from traded-in units.

(19) 4400-4423 rebuilt to 1600 hp. 4400-4403, 4411-4415, 4417-4423 were traded for 4229 (9/1/65), 4231 (9/8/65), 4218 (7/8/65), 4237 (10/27/65), 4209 (4/27/65), 4245 (1/7/66), 4214 (6/8/65), 4246 (1/16/66), 4244 (12/31/65), 4240 (11/12/65), 4234 (10/20/65), 4208 (4/19/65), 4222 (8/5/65), ?, 4210 (4/26/65), 4230 (9/8/65).

(20) 4425, 4426, 4428-4430 were traded for 5014 (2/28/65), 5018 (5/3/65), 5021 (7/2/65), 5020 (5/27/65), 5022 (7/4/65). 4436 retired. 4424 retired (10/31/69).

(21) 8200-8201 (2nd) rebuilt from 1902, 1910. 8200-8207 (2nd), 8208-8213 were renumbered 5000-5013 (4/12/65, 4/25/65, 4/25/65, 4/10/65, 4/22/65, 4/26/65, 4/13/65, 4/22/65, 4/14/65, 4/18/65, 4/10/65, 4/14/65, 4/23/65, 4/24/65).

(22) 5014-5023 rebuilt from 4425, 8413, 8420, 8425, 4426, 4028, 4429, 4428, 4430, 4032.

(23) 5024-5025 rebuilt from 1906, 1401.

(24) 6612-6613 were originally Pacific Great Eastern 6612-6613, then CP 6612-6613 (1959).

(25) 7000 was sold to Marathon Pulp & Paper (11/44), then to Canadian Railway Historical Association Museum as CP 7000.

Railroad Class	Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tract. Effort	Weight	Date	Notes
DS-10a	7010-7014	1000	Alco-GE	S2	B-B	42,000	230,000	1943	
DS-10b	7015-7019	1000	Alco-GE	S2	B-B	41,000	230,000	1944	
DS-10b	7020-7024	1000	Alco-GE	S2	B-B	41,000	230,000	1944	
DS-10c	7025-7030	1000	Alco-GE	S2	B-B	41,000	230,000	1945	26
DS-10c	7031-7037	1000	Alco-GE	S2	B-B	41,000	230,000	1945	26
DS-10d	7038-7040	1000	Alco-GE	S2	B-B	41,000	230,000	1946	26
DS-10d	7041-7044	1000	Alco-GE	S2	B-B	41,000	230,000	1946	26
DS-10d	7045-7048	1000	Alco-GE	S2	B-B	41,000	230,000	1946	26
DS-10d	7049-7051	1000	Alco-GE	S2	B-B	41,000	230,000	1946	26
DS-10e	7052	1000	Alco-GE	S2	B-B	41,000	230,000	1947	
DS-10e	7053-7064	1000	Alco-GE	S2	B-B	41,000	230,000	1947	
DS-10f	7065	1000	BW-CLC	DS 4-4-1000	B-B	41,000	230,000	1948	
DS-10g	7066-7075	1000	BW-CLC	DS 4-4-1000	B-B	41,000	230,000	1948	
DS-10h	7076	1000	MCGE	S2	B-B	41,000	230,000	1948-9	26
DS-10h	7077	1000	MCGE	S2	B-B	41,000	230,000	1948-9	26
DS-10h	7078-7095	1000	MCGE	S2	B-B	41,000	230,000	1948-9	26
DS-10j	7096-7098	1000	Alco-GE	S2	B-B	41,000	230,000	1949	
DS-10k	7099	1000	MCGE	S2	B-B	41,000	230,000	1949	46
DS-10k	7100	1000	MCGE	S2	B-B	41,000	230,000	1949	46
DS-10k	7101	1000	MCGE	S2	B-B	41,000	240,000	1949	46
DS-10k	7102-7105	1000	MCGE	S2	B-B	41,000	248,000	1949	46
DS-10k	7106-7108	1000	MCGE	S2	B-B	41,000	230,000	1949	46
DS-10m	7109-7114	1000	MCGE	S7	B-B	45,000	235,000	1952	47
DS-10n	7115-7118	1000	MCGE	S7	B-B	43,000	235,000	1953	47
DS-12a	7400-7405	1200	GMD	SW9	B-B	41,000	248,200	1953	
DRS-10a	8000-8004	1000	BW-CLC	DRS 4-4-1000	B-B	42,000	239,000	1948	
DRS-10a	8005-8012	1000	BW-CLC	DRS 4-4-1000	B-B	42,000	223,000	1948	48
DRS-10b	8013-8018	1000	MLW	RS-23	B-B	33,000	181,000	1959	
DRS-10c	8019-8031	1000	MLW	RS-23	B-B	42,000	233,000	1959	
DRS-10d	8032-8041	1000	MLW	RS-23	B-B	42,000	235,000	1960	
DRS-10d	8042-8046	1000	MLW	RS-23	B-B	42,000	235,000	1960	
DRS-12a	8100-8130	1200	GMD	SW1200	B-B	40,000	224,000	1958	
DRS-12b	8131-8146	1200	GMD	SW1200	B-B	42,000	233,000	1959	
DRS-12c	8147-8171	1200	GMD	SW1200	B-B	42,000	233,000	1960	
?	8200-8207 (1st)	1000	BW-CLC	DRS 4-4-1000	B-B	42,000	223,000	1948	48
DRS-22a	8200-8201 (2nd)	2250	GMD	GP30	B-B	64,750	259,000	1963	21
DRS-25a	8202-8207 (2nd), 8208-8213	2500	GMD	GP35	B-B	65,000	260,800	1964	21
DRS-25b	8214-8223	2500	GMD	GP35	B-B	47,000	262,000	1965	49
DRS-24f	8300	2400	MLW	DL-640-A	B-B	64,500	258,000	1963	15,16
DRS-24g	8301-8332	2400	MLW	DL-640-A	B-B	54,500	258,000	1965	16,17
DRS-15a	8400-8404	1500	Alco-GE	RS-2	B-B	43,000	246,000	1949	27
DRS-15b	8405-8408	1500	MCGE	ME-5000	B-B	43,000	249,000	1950	27
DRS-15c	8409	1500	GMD	GP7	B-B	45,000	252,000	1952	
DRS-15c	8410-8411	1500	GMD	GP7	B-B	45,000	252,000	1952	
DRS-15d	8412-8425	1500	GMD	GP7	B-B	47,000	262,000	1953	28
DRS-16a	8426-8446	1600	MCGE	RS-3	B-B	47,000	259,000	1954	
DRS-16b	8447-8461	1600	MLW	RS-3	B-B	47,000	259,000	1954	30
DRS-16c	8462-8482	1600	MLW	RS-10	B-B	47,000	261,000	1954-5	29
DRS-17a	8483-8500	1750	GMD	GP9	B-B	47,000	259,000	1954-5	31
DRS-17a	8501-8521	1750	GMD	GP9	B-B	47,000	259,000	1954-5	31
DRS-17b	8522-8529	1750	GMD	GP9	B-B	47,000	259,000	1955	31
DRS-17b	8530-8546	1750	GMD	GP9	B-B	47,000	259,000	1955	31
DRS-16d	8547-8552	1600	CLC	H16-44	B-B	47,000	259,000	1955	34
DRS-16d	8553-8556	1600	CLC	H16-44	B-B	47,000	261,000	1955	
DRS-16e	8557-8568	1600	MLW	RS-10	B-B	47,000	260,000	1956	36
DRS-16f	8569-8578	1600	MLW	RS-10	B-B	47,000	260,000	1956	
DRS-16f	8579-8581	1600	MLW	RS-10	B-B	47,000	260,000	1956	
DRS-16g	8582-8600	1600	MLW	RS-10s	B-B	47,000	259,000	1956	
DRS-16h	8601-8610	1600	CLC	H16-44	B-B	47,000	259,000	1956	
DRS-17c	8611-8635	1750	GMD	GP-9	B-B	47,000	259,000	1956	31
DRS-17d	8636-8708	1750	GMD	GP-9	B-B	47,000	259,000	1957	31
DRS-16j	8709-8728	1600	CLC	H16-44	B-B	47,000	259,000	1957	
DRS-18a	8729-8730	1800	MLW	RS-18	B-B	46,000	258,000	1957	44
DRS-18a	8731-8748	1800	MLW	RS-18	B-B	46,000	258,000	1957	44
DRS-18b	8749-8764	1800	MLW	RS-18	B-B	46,000	257,000	1958	
DRS-18b	8765-8794	1800	MLW	RS-18	B-B	46,000	257,000	1958	
DRS-18b	8795-8800	1800	MLW	RS-18	B-B	46,000	257,000	1958	
DRS-17e	8801-8823	1750	GMD	GP-9	B-B	47,000	259,000	1958	31
DRS-16k	8824	1600	MLW	RS-10s	B-B	47,000	260,000	1957	9
DRS-17f	8825-8839	1750	GMD	GP-9	B-B	46,000	257,000	1959	31
DRS-24a	8900	2400	FM-CLC	H24-66	C-C	70,000	389,000	1955	32
DRS-24b	8901-8904	2400	CLC	H24-66	C-C	70,000	389,000	1956	39
DRS-24c	8905-8910	2400	CLC	H24-66	C-C	70,000	389,000	1956	39
DRS-24d	8911-8920	2400	CLC	H24-66	C-C	70,000	389,000	1956	39
DRS-24e	8921	2400	MLW	RSD-17	C-C	61,000	339,000	1963	33

CP Alco anti-winter cab bay window.
Dr. Philip R. Hastings, 110 Sunset Rd., Waterloo, Iowa 50701

(26) 7033, 7038-7039, 7081-7083 were modified to operate with class SB-10 boosters.

(27) 8400-8408 rebuilt to 1600 hp. 8405, 8408 traded for 4217 (6/28/65), 4219 (7/12/65). 8406 retired (1/27/70).

(28) 8413, 8420, 8425 traded for 5015-5017 (3/31/65, 3/31/65, 4/30/65).

(29) 8469 traded for 4202 (3/5/65).

(30) 8461 traded for 4239 (11/6/65). 8455 retired.

(31) 8483-8546, 8611-8708, 8801-8823, 8825-8838 are rated at 1600 hp. when used in freight service. 8839 was built as 1800 hp.

(32) 8900 was originally CLC demonstrator 8900, then CP 8900.

(33) 8921 was originally MLW demonstrator 7007, then Canadian National 3899, then PGE 624, then CP 8921 (1959).

(34) 8547 was scrapped.

(36) Parts of 8557 and body of 4014 were rebuilt to 4016 (2nd) (3/14/66).

(37) 1411 was renumbered 1867 for Confederation Train, then back to 1411.

(38) 4054 received the carbody of CN 9334.

(39) 8906, 8911, 8913-8915, 8919 were retired (5/27/68), sold to Streigel Supply & Equipment (6/5/68), and dismantled for parts. The following units were retired: 8902 (11/28/68), 8920 (2/24/69), 8907, 8908, 8910, 8912, 8916, 8918.

(40) 13 was sold to Coleman Collieries Ltd., renumbered DL-10 (4/23/69). 14 was sold to Cressbrook Forest Industries (9/23/68). 15 was sold to Vennard & Ellithorpe Ltd., renumbered 2 (9/26/69).

(41) 1801 retired (10/31/69).

(42) 4054, 4056 retired (10/31/69).

(43) 4457 retired (10/31/69).

(44) 8729 retired (10/31/69).

(45) These units were retired: 4449 (5/15/70), 4452 (10/31/69), 4454 (9/30/70), 4450-4451 (10/31/69).

(46) These units have AAR trucks which make them appear to be S4's. CP claims they are S4's; MLW claims they are E-1540's, which are S2's.

(47) CP claims these are S4's; MLW claims they are ME-1000's, which are S7's.

(48) 8005-8012 were supposed to be 8200-8207 (1st), but were renumbered before delivery.

(49) 5014-5023 were supposed to be 8214-8223, but were renumbered before delivery.

(50) 6560-6561 were originally Dominion Atlantic 6560-6561, then CP 6560-6561.

Canadian Pacific Railway

CP shop workers testing a road diesel's ding-a-ling, hauling fuel hose, and giving an external locomotive operation.

Cass Scenic Railroad locos 4 and 7 taking long drink of aqua pura at Oats Creek tank in Cass.
Photograph by Michael Koch

Mike (right), with wife, Wanda, and son, Richard, in seventh heaven beside cab of loco No. 2 during visit to La Porte County Historical Steam Grounds in Indiana last summer.
Photograph by Ed Rysz

INTERESTING RAILFANS No. 110

MICHAEL KOCH

by FREEMAN HUBBARD

SINCE long-bearded old Ephraim Shay himself has crossed the Great Divide, it's a safe bet that nobody on this planet knows more about Shay locomotives than Michael Koch. You should read his book, *The Shay Locomotive: Titan of the Timber*, which came out last April. If any other subject exceeds the Shay in importance and interest, Mike doesn't know what it is. To have Mike in the flesh as host on a Shay-drawn train of the Cass Scenic Railroad in West Virginia, as a lucky group of logging historians and railfans will have some time this spring, would be like listening to "Haywire Mac" (Harry K. McClintock) in person sing his own "Big Rock Candy Mountains" or watching "Buffalo Bill" Cody in person riding a pinto pony at the head of a parade of real Indians and cowboys—two great experiences I had a long long time ago.

Mike is of medium height, heavy-set, slightly overweight at 210 pounds, and has a pleasant, rather deep, bass voice. Handsome, too. If he weren't clean-shaven, you'd say he has the rugged, determined look of a Western pioneer, although he was born in the Yorkville (German-American) section of Manhattan in 1917. His full head of

brown hair is turning gray at the sides, but he still has the brisk, vigorous stride of youth. His birth date, January 13th, is the same as Horatio Alger's, only 73 years later; and as a small boy Mike daydreamed over some of the Alger strive-and-succeed books whose immense popularity was then just beginning to fade.

During the mid-period between world wars Mike's father worked as a carpenter for the Eighth and Third Avenue railway systems in New York City.

"How well I recall hearing his discussions with co-workers visiting our house!" Mike reminisces. "They talked about the various trolley cars they were repairing or rebuilding and mentioned the cities from which that equipment had come originally. I wish now that I had saved some of the Brill and other transit magazines that my father brought home second-hand from the backshops, but I was too young then to realize their future value as railroadiana."

Mike recalls that in his early years, when the large Koch family was living in Long Island City, his mother would

take him to the bridge overlooking the Pennsy's busy Sunnyside Yards, the world's largest passenger-train marshalling area, to view and listen with undiluted wonderment to the puffing steam and clean-cut electric trains and switchers that darted over the tracks at his feet like glistening dragonflies above a lily pool.

According to his sister Barbara (Mrs. Robert C. Adams, Towanda, Pa.): "We went to the Sunnyside Yards because some friends of our parents were railroad men and we were curious children wanting to know how things operated—especially trains, which in those days we couldn't afford to ride. Our thrill, especially Mike's, was being allowed to board these trains on rare occasions and walk through them while they lay in the yards for cleaning and servicing. Yard men answered his many questions."

And his brother Joseph, now living in Carmichael, California, tells me: "Mike was the quiet one in our family. While the rest of us were out playing, he was deeply engrossed in his favorite hobby, railroads and steam engines."

One mild summer day when he was about eight, our venturesome hero and a boy friend climbed into an empty boxcar on the Long Island Rail Road in a rural area, expecting to take a short ride, but were surprised and frightened when someone closed the door on them and the train began to move. How to get out as soon as possible was the problem. Using some pieces of wood found on the car floor, they pried open the door, which fortunately was not locked, after about a mile's ride. The train slowed down on Newton Creek drawbridge and the lads managed to unload without getting hurt.

Such incidents fanned Mike's interest in railroads; but what really turned him on, he tells me, was reading his first copy of *Railroad Magazine*, then briefly called *Railroad Stories*, in 1933. He liked especially the *International Engine Picture Club*, which I had started around that time and which has since been renamed *The Switch List*. Through it he began collecting steam locomotive shots from such outstand-

Photographs on these two pages by Michael Koch

Dixie's Graham County Shay No. 1926, with hogger Ed Collins at throttle, in a rustic setting at Robbinsville, N.C.

ing photographers as Robert Graham, Bob Hanft, and Ted Wurm, among others.

"In those days," he muses, "you could buy 25 or more size 616 photos for a dollar. At length I purchased a small Kodak and started snapping pictures myself. Today my collection numbers about 10,000 prints in various sizes. I own many old glass negatives also, the envy of hobbyists, including copies of some used in *Railroad*. Before the steam era ended I often went on picture-taking jaunts with Johnny Krause and Phil Ronfor. It was a treat to watch those two camera artists at work. On one occasion I had a lively tussle with two railroad bulls in the Burlington's yards at St. Joseph, Missouri. They booted me off the property after trying in vain to seize my camera and film."

As a boy of twelve, his first paid job was lugging 300-pound cakes of ice for icemen, in the days before electric refrigerators, to earn a little money for his impoverished family. Those grim Depression years had no such thing as welfare or unemployment insurance. Kids who lived in neighborhoods like his had to find jobs to help put bread and butter on the table.

"Many a time," he remembers, "night after night all week long, we had nothing to eat for supper but potato soup, except that on Fridays, for a variety, we sat down to a meal of potato pancakes. Today, I realize the worth of that experience. It taught me the value of a dollar."

At first Mike was satisfied with the conventional three-quarters view of locomotives; but he soon broadened out into action shots and human interest, and became fascinated by railroad history from reading our magazines. Lured to the still somewhat primitive West, he found joy in traversing abandoned, weed-grown, railroad grades, especially in Colorado —a state he loves very much—and in tracing the routes followed by logging roads in bygone days. While researching for his book on Shays, which a review in *Forest History* magazine predicted "will be a standard reference book for years to come," our hero hiked over innumerable roadbeds of former lumber roads throughout the country. His happiness verged on ecstasy as he roamed the deep forests and saw now and then the gleaming eyes of wild, timid, furry creatures peering at him from overhanging leafy boughs. Mike has a humane feeling for wildlife.

Ely-Thomas Lumber Company Shay No. 3 marks time in yards at Fenwick, W. Va.

"I cannot understand why so many people kill for sport," he deplores. "There are plenty of other ways for men to find satisfaction."

On his treks he located old sawmills, now deserted and rotting, that had once teemed with life, and his probing mind conjured up the kind of folks who had lived and loved there, who had worked and fought and died there.

"Mike shares my interest in history," says John T. Labbe of Beaverton, Ore., "and is a thorough and persistent researcher. He is a prolific correspondent, too, who follows with tenacity every lead he gets and he is careful to verify the accuracy of his findings, insofar as he can."

From Jack M. Holst of Portland, Ore., Western news editor of the NRHS *Bulletin*, come these comments: "My first contact with Mike Koch was by mail in 1961 when we discovered our mutual interest in geared locomotives, Mike with the Shay and I with the Heisler. Four years later my family planned a vacation trip to the East Coast. When Mike learned that we would attend the New York World's Fair, he and his charming wife, Wanda, insisted that we be their house guests for the few days we'd be in New York. It isn't every family that would invite people they had never met to share their home for nearly a week!

"The two families hit it off immediately. Our visit was brightened by the usual rail historian talk each evening till the wee hours as Mike and I went over the collection of Shay material he was gathering for his book. During the days when he worked, his younger son, Richard, acted as a guide to the Holst clan as we toured the gay and glittering Fair and saw the magnificent sights of the big city."

(Today, Richard is a college freshman; the older son, Mitchell, is a physicist and a managing editor.)

"A year or so later," Jack goes on, "Mike and his family of four came to the West Coast and we were able to return some of his hospitality. Mike is the type who willingly shares his rare material with others, as a result of which they contribute freely to him. That is one of the reasons why his Shay book is so authoritative. I have the impression that Mike, in common with many of us, would like nothing better than to step back in time to that era when Otto Mears was pushing narrow-gage steel through the canyons and over the peaks in Colorado while Simon Benson's fleet of sturdy Shays was hauling the giant old-growth fir down to the Columbia to be rafted to California."

Mike's collection of railroadiana reminds me of a museum. His library boasts more than 1,500 railroad books,

Midland Terminal Consolidation No. 56 just outside roundhouse on house track at Colorado City, Colo., in happier days.
All photographs on these two pages by Michael Koch

plus many much-consulted volumes on logging, ships, and aircraft. Some are collector's items. For example, *History of the First Locomotive in America,* by William H. Brown, autographed by pioneer locomotive builder Peter Cooper, and *The Story of the Trolley Car,* written and autographed by Frank J. Sprague, the father of electric traction—what wouldn't Steve Maguire or Jay Quinby give to get *that* one!

Also in the library of Railfan No. 110 are much-sought-after copies of *The Locomotive Cyclopedia, The Car Builder's Cyclopedia, Official Guides,* catalogs of locomotive and car builders, nearly every copy of *Railroad Magazine* from its very beginning, October, 1906, and a complete set of the younger *Trains* magazine.

But that isn't all. Mike possesses two big steam locomotive bells, real treasures, and many obsolete hand lanterns from old Colorado railroads, including such rarities as the Colorado Midland, the Florence & Cripple Creek, the South Park Line, the Colorado Southern, and the Colorado Central, all magic names in rail history, and other memorabilia too numerous to mention here.

His "pride and joy," to quote a trite phrase, is his large and diverse assemblage of annual passes of Colorado railroads. Among these are 13 almost priceless originals of the far-famed Otto Mears silver passes. I repeat, *silver,* precious metal. Those passes have become legendary; but they really exist—in the Koch home and very few other places.

Through his avocation, our subject has met many people who became good friends. For example, John Kneiling, now a stormy petrel writer for *Trains* magazine. Mike and John, with several other railroad buffs, organized what they termed The Joint Railfan Trip Committee, which for more than two years operated fantrips on a non-profit basis over steam roads, electric lines, and trolley routes—sometimes as many as three or four excursions a week!

Another of Mike's friends, Morris W. Abbott of Milford, Conn., sizes him up as "one who has an unusual way of remaining inconspicuous while getting things done." Says Morris: "He'd never stand out in a crowd of railfans. He usually stays in the background with eyes and ears open and mouth shut."

Mike is a "joiner." The list of railfan groups he belongs to is impressive: R&LHS, Rocky Mountain Railroad Club, NRHS, Railroadians of America (charter member), Canadian Railroad Historical Assn., Southwest Railroad Historical Society, and the Railroad Club of New Mexico in addition to four non-rail historical groups.

As a young man, Mike was active in sports, particularly baseball, football, inter-club boxing, and wrestling. Stanislaw Zbysko, a former heavyweight champion, taught him wrestling at a time when that kind of physical activity was done mainly for sport and not for exhibition. One day Mike met Wanda Godzisz, a brown-eyed blonde with a sylphlike figure and a radiant smile, at an athletic club to which both belonged. It was love at first sight, Mike informs me, and they were married November 19, 1939, in a Roman Catholic church in the Bronx.

"Wanda is a grand companion on my photograph and research trips," he enthuses, "often making notes for me. She enjoys the forests, mountains, and uncrowded beaches. Remember that bit from Byron. 'There is pleasure in the pathless woods; there is rapture by the lonely shore . . .'? My wife collects pretty seashells and figurines. She also likes to ride trains and has often traveled in engine cabs. I am grateful for the encouragement and help she gave me while I was writing my book."

Their address—41 Old Army Road, Scarsdale, N.Y. 10583—suggests a military post, but it's very far from that. The house is situated in a lush wooded area of dogwood, beech, birch, and other hardwood trees, set off by a green lawn and gorgeous flower beds. One of my boyhood heroes was Dr. Conwell, the founder of Temple University in Philadelphia. I knew him very well. Even at age 75 he had a head of naturally dark hair —he never dyed it, he told me—and

other signs of youthfulness. I wondered why, and one day I was emboldened to ask him. Dr. Conwell's reply was enigmatic, "I enjoy the flower beds I don't own." Well, Mike and Wanda enjoy the flower beds they *do* own—love them so much that they spend quite a bit of time gardening.

Their residence is also an art gallery, displaying 100 or so original paintings of railroad, ship, and aircraft scenes, some of them executed by such well-known artists as Philip Ronfor, Howard Fogg, Richard Ward, and M. B. Wakefield.

Besides their two sons, the Kochs have a huge Labrador retriever named Zuzu, a good watchdog that likes to dive under water in a nearby lake and toss about logs with her strong jaws.

"Right now," Mike says in answer to a question, "I have no major personal problems. I believe that most people make problems for themselves."

Much of his adult life has been spent in the X-ray machinery manufacturing industry, mostly in managerial positions. He assisted in developing several new equipment designs that are standard features today. Among them, he remembers with pride, was the design and development of the Grenz ray unit while working with a noted radiologist, Dr. Gustave Bucky, through whom he met the late and great Dr. Albert Einstein. Mike even had a part in the initial stages of developing Dr. Einstein's internal camera. For the past two years the subject of this sketch has been on the managerial staff of ITT. Lawler, a subsidiary of the International Telephone & Telegraph Company located at Mt. Vernon, N.Y., not far from his home.

Mike has often assisted other authors with their books, besides writing articles himself for industrial journals. Several years ago his son Mitchell said: "Dad, you are always helping other people to write. Why don't you do a book of your own?"

It seemed like a good idea. Earlier while on a trip in upstate New York, our Interesting Railfan had seen his first Shay locomotive. Being professionally attracted by design, he was so impressed by its curiously asymmetrical but efficient design that he decided to study this type and eventually write a book about it. And that is what he has done. *The Shay Locomotive* is a large, thick volume with hundreds of illustrations, many of them rare, and text matter that is both accurate and easy to read. Published by The World Press in Denver, Colorado, it has already sold some 4,000 copies and is fast becoming a classic. *Railroad Magazine* gave it a rave review last August.

Public Service System trolleys outside spacious carbarn at Union City, N.J.

"I put a lot of heart and effort into researching for, and writing, that book," Mike says, "in addition to money. But the book made me feel good."

Like many other authors, Mike had so much material left over from his book that he decided to write another one, this time about logging railroads, on which he is now working. He would welcome the loan of pictures of logging operations, especially in Texas, Louisiana, and New Mexico as well as his favorite state, Colorado. In the near future he aims to follow this up with a third book, on a Colorado railroad subject.

Mike Koch likes to wear bright sports jackets and shirts with light-colored trousers. He smokes a pipe—for relaxation, he says. Like myself, he wears glasses only for reading and has a bad habit of eating too fast. But he eats lightly. Doesn't care much for steak or desserts but "could eat chopped meat seven days a week." Aside from gardening—but very little hiking nowadays, although he keeps promising himself to get back to it—Mike does practically nothing to keep fit. This, no doubt, helps to explain his overweight.

Aside from railroads, he is fascinated by sailing ships as well as aircraft of both world wars. In fact, he is presently collaborating on a book about World War II fighter planes. Music also has charms for him, particularly Dixieland, Chopin, Strauss, ballet, and background harmony. Like the late Thomas A. Edison, he does not require much sleep, six hours a night being his maximum.

"My best working time is the quiet early morning between three and six a.m.," he tells me. "During those hours I accomplish much writing. Too many men and women waste precious time sleeping their lives away."

A favorite of No. 110; D&RGW loco 318 at Montrose, Colo., in summer of 1947.

IN SEARCH OF STEAM

Mike Eagleson

IT WAS STATED in December *Railroad* that the following month's magazine cover would show the only active Mallet locomotive left in the United States. However, there are two such Mallets. Puget Sound Railway Historical Association, Inc., Seattle, Wash., has a tender locomotive, ex-Weyerhauser No. 6, a 2-6-6-2, regularly operating at their museum in Snoqualmie Falls, Wash., since May, 1969. The California Western owns No. 46, also a 2-6-6-2, ex-Rayonier No. 111, which has been running on that road since August, 1970. The latter was pictured on our January cover.

The Puget Sound Museum also has a 2-6-6-2T in dead storage, together with Deep River No. 7, a 2-4-4-2.

The museum adds that No. 70, a 2-8-2, came alive recently after being shut down for four years. Thanks to Bill Petitjean and other dedicated men, the overall job, taking two summers, has finally been accomplished.

Union Pacific 8444 has just received a major overhaul in the Omaha shops. Work included new flues, firebrick, dynamo overhaul, superheater overhaul, new brasswork, new staybolts, and new paint. She is scheduled to return to fantrip service this coming summer. The UP also reveals that it has kept in storage in its Council Bluffs yards 4-8-4 No. 838. The engine has not been stripped for parts, and is in good condition except for outdoor weathering. No plans as yet for the future, although she is definitely not destined for some city park, etc. So says Dennis A. Johnson, 5644 Morgan Ave. S., Minneapolis, Minn. 55419. Keep me posted, Dennis, on new developments.

The Rock Island has for sale a 76-inch-long 4000 class 4-8-2, live working model having a four and three-quarters inch gage boiler with pressure tested at 600 psi. Contact John Burnett, Director of Purchases and Stores, Rock Island Railroad, 745 S. La Salle St., Chicago, Ill. 60605.

The *Flying Scotsman* will be on display at Fisherman's Wharf in San Francisco until sometime this spring. Current plans call for a trip to Atlanta, Ga., for rebuilding the brake system on the locomotive, No. 4472, from British vacuum brakes to U.S. air brakes for further excursion service on roads such as the Southern. The route to Atlanta has not yet been decided upon.

The Kettle Moraine Railway will begin passenger service on the former MILW line between Merton and North Lake, Wis., some time this spring. Richard Hinebaugh, owner and operator of the new line, plans to use steam power. This news comes from *Sparks & Cinders* (Wisconsin Chapter of NRHS).

A must for Shay fans and Lima historians is the reprint of 1901 catalog, *Lima Shay Book,* by Kyle J. Neighbors, Cass Civil War Museum, Cass, W. Va. 24927. It is a 6x9" 62-page paperback featuring photos of A, B, and C class Shays, including T-boilered A class with listings of Shays sold prior to 1902 by state lumber, mining and other operations. I think you'll like this choice bit of rail lore. It sells for $3.

Canadian National's bullet-nose Mountain type may be in steam again. Not U-lf No. 6069 in Sarnia, Ont., as previously mentioned, but the prototype of the class, No. 6060, long displayed in Jasper, Alta. The 6069 still must be moved because of the new highway project, but reportedly all CNR eyes are on oilburning No. 6060, which may soon go to Montreal Shops for restoration.

Although there hasn't been any official CNR announcement as we go to press, reports from so-called "inside sources" indicate this news is true. After seeing the flawless restoration job that CNR did on No. 6218 to her original appearance with smoke deflectors and shielded pilot deck, I believe No. 6060 will soon be North America's only operating 4-8-2 Mountain type and may even have her smokebox nose cone reinstalled for accurate historical preservation.

Also in Canada, the Toronto Train Trip Association recently leased former Canadian Pacific 4-6-0 No. 1057 and 4-4-0 No. 136, intending to run trips on the TH&B's Waterford subdivision via Brantford and Mt. Pleasant. The proceeds from a recent diesel excursion helped to finance the repairs needed on No. 136. The TH&B was all for this excursion service on its line, which is not used on week-ends. But Penn Central refuses to cooperate. PC owns about 70 percent of the TH&B. So says Karl Bury, 84 Gordon St., Brantford, Ont., Canada.

Photograph from David D. Deyo (see next page)

Live steam in Puerto Rico; No. 8 is a Baldwin-built ex-Sugar Associates 2-8-0.

White Pass & Yukon still has four Baldwin 3-foot gage 2-8-2's for sale. Nos. 70 and 71 were built for it in May '38 and January '39 respectively. American built Nos. 80 and 81 for the Sumpter Valley in May, 1920, went to the WP&Y in 1941. All engines are located in Skagway, Alaska and offered F.O.B. at $15,000 each for Nos. 70 and 71, and $8,000 each for 80 and 81. Or, you could get some fans together and buy all 4 engines for $40,000. Contact R. R. Latimer, Vice President of Operations, White Pass & Yukon, 12th Floor, Standard Bldg., 510 W. Hastings St., Vancouver 2, B.C., Canada. So says Robert E. Emmett, 2939 W. 100th Place, Evergreen Park, Ill. 60642.

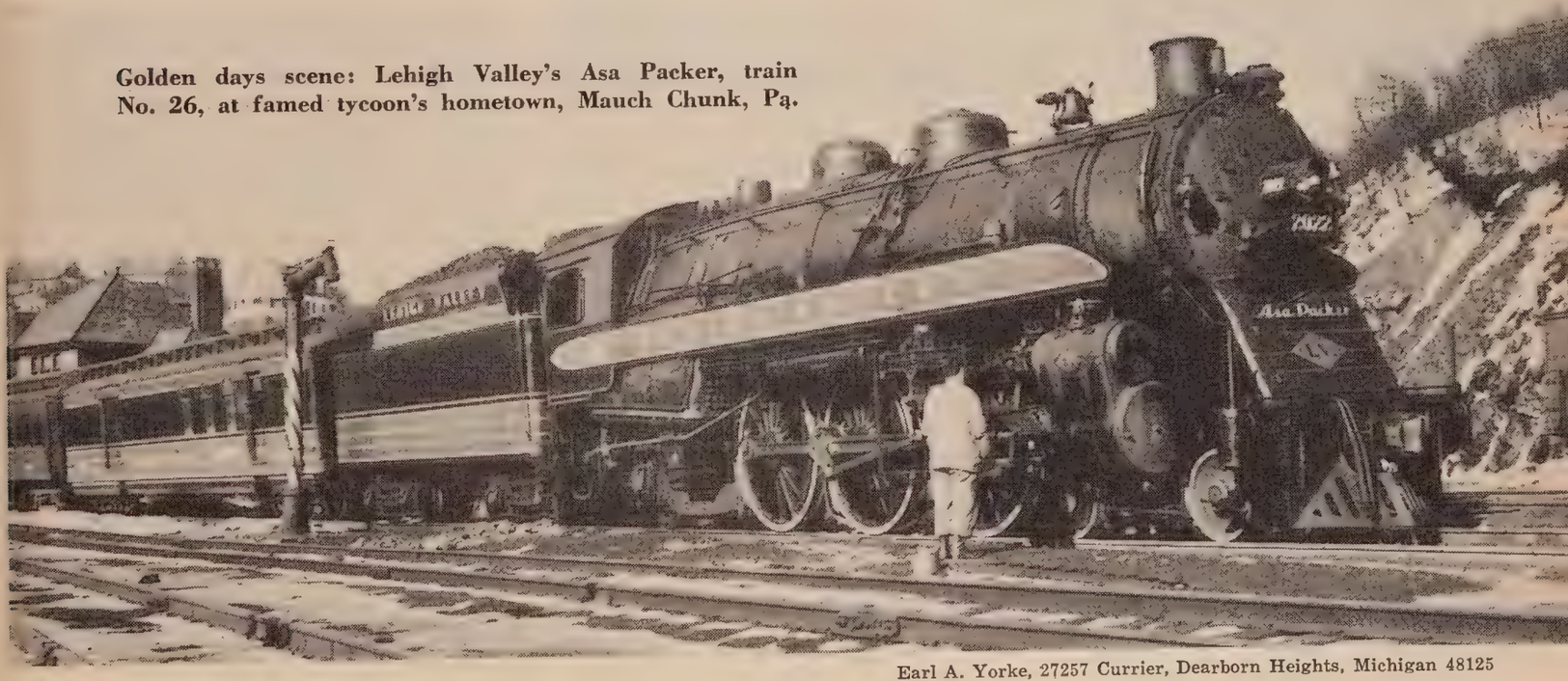
Active steam has been found in

Two girls "in search of steam": (left) Linda Symmes contemplates Boothbay Central loco before taking ride on 2-foot-gage 0-4-0T, a product of Henschel & Sohn, 1913. (Right) "Hello, in there!" shouts an unidentified gal. "Anyone home?"

Richard W. Symmes, 3 Powder House Ln., Manchester, Mass. 01944

R.C. Gottchalt, Rte. 1, Box 2078, Westport, Ind. 46074

Golden days scene: Lehigh Valley's Asa Packer, train No. 26, at famed tycoon's hometown, Mauch Chunk, Pa.



Earl A. Yorke, 27257 Currier, Dearborn Heights, Michigan 48125

Former Everett Prairie No. 11 as seen from inside station at Everett, Pa. in 1969. Willow Grove (Pa.) amusement park bought loco when line folded up in '70.
Photograph by Terry Arbogast, 425 E. Park Ave., Fairmont, W. Va. 26554

Puerto Rico. A report from David D. Deyo, Calle 24, B-15, No. 16, Ville Carolina, Carolina, Puerto Rico 00630, says that 2-8-0 No. 8, ex-Sugar Associates, was built by Baldwin in Sept. 1927 as their No. 60181, and is now operating. Originally a 30-incher, she was converted to meter gage (39.37 inches) in the 1930's, and later changed from coal to oil.

Located in Fajardo, P.R., on the Ferrocarril Historico de Puerto Rico, and owned by Jarge Wirshing, a native Puerto Rican, the 2-8-0 resumed operation last September 4th. She runs Friday through Sunday from July to December, and Sunday only from January to June. The one hour ride is great.

The road also owns a Glover 2-6-2T No. 4, ex-Central Mercita (Ponce, P.R.), of 1925 vintage, with builder's plate No. 121645. This tanker will be the back up engine for the Consolidation.

Also donated to the railroad, but beyond operation are: Ex-Ponce & Guayama No. 7 (Baldwin 1917) No. 8 (Baldwin 1932) and No. 13 (Baldwin 1924, originally from Central Los Canos). All these engines are (2-8-0) Consolidations. Others include ex-Central Canovanas No. 7, Porter 0-6-OT (1912 30-incher); ex-Central Juncas 2-8-2 No. 9 (outside frame, and originally intended for 30-inch gage Cuban service when built in 1927); ex-Fajardo Development Co. 2-8-0 No. 9, a 1935 Consolidation, the biggest one in Puerto Rico.

In addition, three abandoned steamers rust away at the site of the ruins of Central El Ejemplo, Humacao. They are No. 11, ex-American Railroad Co. of Puerto Rico, a Compound 2-8-0 built for American in 1918 by Cooke; No. 7, Baldwin 1938 2-6-0, and No. 5, Baldwin 1925. These last two engines are outside-frame 2-6-0, meter gage.

A sister engine to operational 2-8-0 No. 8 is No. 7, ex-Juncas, on display at the rental and sales offices of Levittown Lakes Housing Project and is well preserved externally. Also exhibited is Hacienda Dolores No. 2, a beautiful 0-4-2T with cow catchers at both ends. Built about 1920, she is owned by Sucecion Lucas P. Baldivieso in Ponce.

Who can help Mary M. Cramer, 5919 East Mockingbird Lane, Scottsdale, Ariz. 85253? She is searching for a 36-inch-gage saddle-tank 0-4-0T for use in restoring an old line in Maine.

Norwegian steam went out of regular service in '71, says Ralph Wilson, V. Torvgate 17, N-5000 Bergen, Norway. Many engines are still stored around the country, a waiting preservation in the Norwegian Railroad Museum at Ylamar. Some months ago, two 21-class 2-6-0's were shipped to England and placed in different museums.

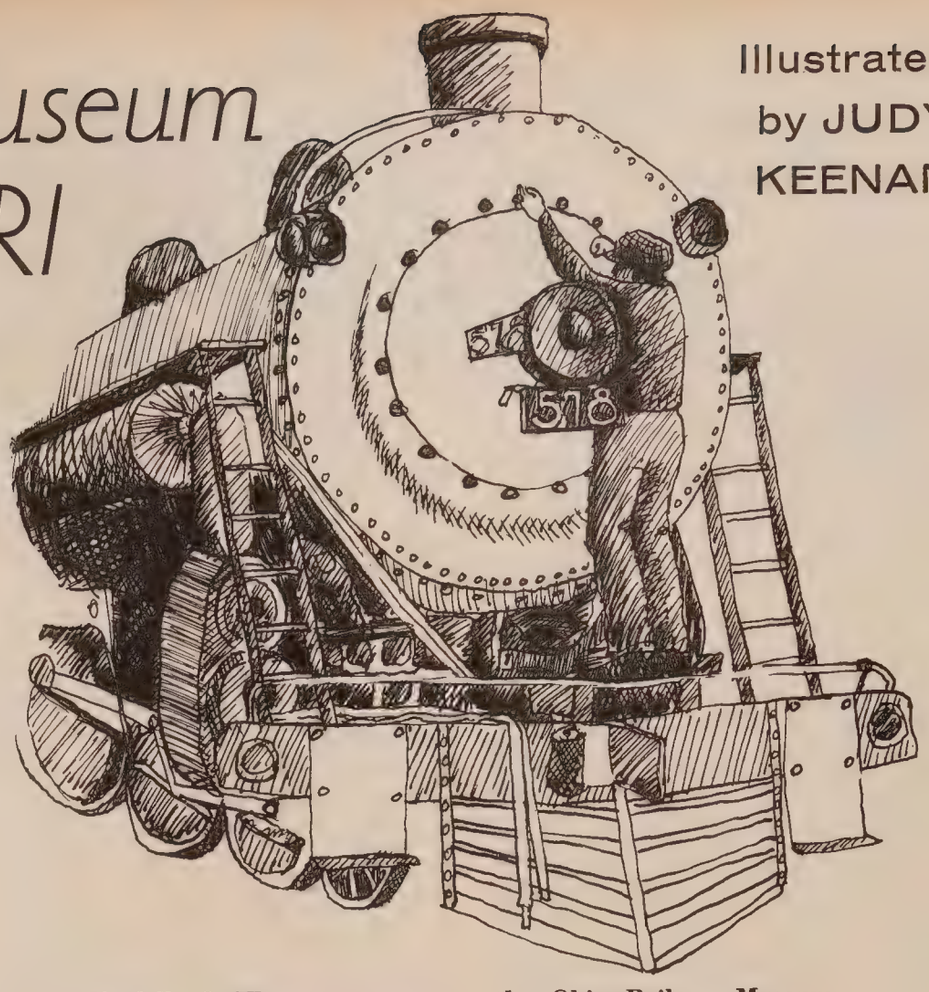
"Attention to the person or persons who removed the smokebox number plate from engine No. 128 in the roundhouse of the Riverside & Great Northern Ry. at Wisconsin Dells," writes Norman K. Sandley, Sandley Light Ry. Equipment Works, P.O. Box 164, Wisconsin Dells, Wisc. 53965. "Please return this item to our company. As the original number plate, it enhanced this engine for a quarter of a century. This theft does not speak well for the railfans who have enjoyed the hospitality of our railroad and shops throughout the years. An anonymous return of the plate would be appreciated."

An 0-4-0 tender engine standard gage, was recently discovered by Joseph R. Carl, 2514 10th St., Cuyahoga Falls, Ohio 44221. She was on the North Side of Springfield, Mo., and perhaps could be bought from the scrap dealers for restoration. ●

A Rail Museum SAFARI

by JACK KEENAN

Illustrated by JUDY KEENAN



Norfolk & Western steamer at the Ohio Railway Museum.

RECENT years have witnessed the growth of railway and trolley museums in surprising numbers. We as a nation are beginning to realize that part of our past is a priceless heritage and should be preserved. Modern "progress," with its overpopulation and gadgetry and pollution, no longer supplies the quality of life we need. Intrigued by antiquity, I decided to explore several rail museums with my wife, Judy. As an artist, she thought she might find unusual material for sketches. She is brown-haired, slim and quite pretty; and her appearance, I was sure, would help us to gain access to off-limits roundhouses and so on.

At first Judy was a bit skeptical when I suggested that we spend our hard-earned vacation pursuing transportation relics; but she has a curious, probing mind and sees beauty in functional designs. What we eventually found was well worth the trip and certainly a good cause for other rail buffs to hit the road next season for such places.

We started with Worthington, home of the Ohio Railway Museum, chartered in 1950 on a non-profit basis, which operates both steam and electric equipment. Unlike some older museums, this one is not very large; but what a superb lot of Midwestern interurban cars you will find on its roster! The collection includes Illinois Terminal car 450, a sleek double-ended PCC that glides quietly from one end of the mile-and-a-half line to the other, providing children and even many adults with their first trolley rides. When the 450 isn't operating, the museum can schedule out a 1915 vintage North Shore interurban car or No. 119, one of the world's fastest traction vehicles, from the old Cincinnati & Lake Erie.

But if you want a first-hand glimpse of equipment that might be as rare as a $20 gold-piece, go to Worthington and inspect their Columbus, Delaware & Marion 501. Fully restored and painted a brilliant red and cream, 501 and her sister 500 are among the finest, heavy, steel interurbans ever designed. When the museum came upon the 501, it must have felt like an impoverished art lover discovering a Rembrandt or a Whistler in his attic. The 501 had slumbered tranquilly in the abandoned carbarn at Marion from the day the line quit in 1933 until the early forties, when a local contractor decided it would make a comfortable office for his building operations. Much later, ORM's directors located the owner and convinced him that the oldtimer more rightly belonged in a different habitat. She was then moved to Worthington, and restored in 1968.

While I was poking around the interurbans, I noticed Judy sketching the museum's Norfolk & Western steam engine. One of ORM's members then gave us a clear but highly technical description of the magnetic track-brake system carried by C&LE 119. It interested me, but Judy's attention had turned to the museum's visitors. She chatted with two little boys who believed that trolley's were really buses in disguise and then she made a quick sketch of an eager dachshund leading a middle aged lady down the mainline at a brisk pace.

The museum's first acquisition, Ohio Public Service combine 21, is a fine example of Niles craftsmanship, now venerable but looking much better than it did when I first saw it at Oak Harbor, Ohio, shortly after OPS abandoned passenger service in 1939. In those days even a scrap dealer would have turned up his nose at her. Today she is resplendent in what seems like mint condition, thanks to the restoration.

Restoring such cars calls for ingenuity. Wood siding and panelling, particularly cherry, are difficult to match. Parts are in short supply and become more so as time goes on. Old motors must be rewound, often at the cost of $2,000 or $3,000 at a local shop. Money, too, is scarce at museums; major projects must be financed by contributions. Good, honest, volunteer labor also is hard to get. Everyone likes to come out to an operating museum and "twist the controller handle," but precious few railfans are available to

East Broad Top's Orbisonia repair shops. Buildings date from the 1870's.

scrape paint, re-upholster, or shovel ballast.

Our next stop took us into the mountainous terrain of central Pennsylvania, a region dotted by remote towns with wonderful names like Shade Gap, Rockhill Furnace, Shy Beaver, Eagle Foundry, and Dry Run. Crisscrossing the valleys and foothills run tiny steel rails of one of America's few tourist steam roads, the East Broad Top. Now registered a National Historic Landmark, this three-foot-gage line is a mecca for steam buffs.

Built in 1873, the road trundled coal from Broad Top mines to the railhead junction at Mt. Union, where it was transferred to standard-gage hoppers or sold to the local iron foundries. EBT ran as a common carrier until 1956. Then its 33 miles of mainline, shops, equipment, and coal mines were sold to a scrap dealer, Nick Kovalshick, who decided to preserve at least part of the setup. The mine operation was already defunct. Operating the full 33 miles as a tourist railway was too expensive, so Nick shut down all but five miles of it. These five miles between the towns of Orbisonia and Shirleysburg today provide a nostalgic ride into bygone days.

The authenticity of the EBT physical plant also caught our fancy. The freight station, carhouse, coal tower, paint shop, roundhouse, and machine shop, right down to the overhead belt drives, are as truly nineteenth century as the old swinging doors of grandfather's favorite saloon.

Long strings of black, rusting, dusty, coal cars line the yard sidings, and the repair shop areas are littered with axles, wheels, ties, rail, and machinery. While restoring the line, Nick fortunately resisted the urge to rebuild or repaint everything in sight. The yard complex retains its turn-of-the century charm. Besides exploring the quaint buildings, you should trace the abandoned mainline from Rockhill Furnace to the southern terminus. The old rails are still intact, although some parts are thickly tangled in brush and undergrowth. But enough of the original line is visible from the highway to make your trip worthwhile. We were struck by the incongruity of a wisp of track running right through the well-manicured green lawn of the new Huntingdon Community School. The narrow-gage has somewhat the quality of a sacred cow—people usually build around or over it, but not through it.

From the high school, the "streak of rust" runs south to Three Springs, where it abruptly veers northwest to Saltillo. There the antique station solemnly guards the weed-grown mainline. At the edge of the village you will find a superb rectangular water tower that for decades quenched the thirst of the road's little Mikados. West of Saltillo, where the tracks intersect Route 994, is the Sideling Hill tunnel, whose entrance you can reach easily from the highway. Frankly, it is worth the hike. Don't go too far in, though; some of the beams are collapsing.

A trip to Orbisonia offers more than just the EBT. Trolley fans should visit the Shade Gap Electric, a local traction museum that runs standard-gage streetcars. Its mainline extends from the EBT's Rockhill Furnace yards to a point three-quarters of a mile south over the old right-of-way to Shade Gap. The SBE's master mechanic and prime motivator is a pleasant young man named Todd Prowell. He and other museum members have acquired and restored more than a dozen trolleys, several of them fully operational. The roster includes No. 315 of Chicago, Aurora & Elgin, the lead car on that interurban company's last run; No. 172, a semi-convertible single-trucker from Portugal; and a handsome double-truck open car numbered 1875, built by Brill for Rio de Janiero. This museum also has one of the nation's few remaining interurban freight motors that managed to escape the cutting torch. That car, Hagerstown & Frederick No. 5, is slated for future restoration.

Turning again to steam, we stopped off at Strasburg, Pa., much-publicized home of Strasburg Rail Road and the embryonic Pennsylvania Railway Museum, in the heart of Pennsylvania Dutch country. The area is flat or gently rolling. The museum, recently organized, stores its cars in an open field adjacent to the passenger station and relies completely on the little steam line for repair work and switching. Its equipment came from big companies like the Pennsy, the Reading, and the Lehigh Valley. Probably its most interesting piece is an old diamond-stack engine that needs some work before she'll run again, if ever.

Unlike the EBT and other tourist roads, the Strasburg is a common carrier, licensed by the state's Public Utilities Commission as well as the ICC. Besides, it short-hauls between 250 and 300 carloads of freight in interchange each year. Among the steam lines owned by railfans, it is probably the most successful. In 1958 twenty-two steam enthusiasts bought the almost-defunct Strasburg and, with the cooperation of the Pennsylvania Railroad and local banks, acquired enough equipment for a tourist operation over 4½ miles from its main terminal to a point known as Paradise. During their first year they carried 800 sightseers. Last year they topped 300,000, and the original owners participated in a stock transaction as spectacular as their attendance figures. SRR shares split 100 for one. The Strasburg's president, Bill Moedinger, who was one of *Railroad Magazine's* "Interesting Railfans," is very proud of that.

A gift shop and small restaurant were built on the same architectural lines as the depot, all tidy and well maintained. But the station complex has an almost Disneyland quality. Passenger cars are brightly painted. The steam train usually includes a fancy open car specifically built for the film version of the broadway show, "Hello Dolly," and the railroad company main-

tains a small but secluded picnic area for visitors. The ride to Paradise affords a view of a typical Amish farm with carefully tilled fields and whitewashed brick houses. Amish youths provide horse-and-buggy rides for a small charge.

But my wife didn't care too much for the Strasburg Rail Road itself. It was too clean, too neat, and too commercialized for her bohemian taste. She thought the buildings would look more authentic with a little chipped paint and a few loose boards. I agree with this appraisal, but don't think her views are shared by the majority of visitors, who seem to enjoy the circus-like atmosphere. Besides, the SRR makes money, which is more than you can say for Penn Central.

What appealed most to Judy on that visit were warm, friendly residents of the surrounding area. Not far from the railroad we discovered a quaint old grist mill, owned by a hospitable Mennonite family. There we bought ten pounds of unbleached white flour that Judy, at home later, baked into bread. In case you don't know it, unbleached white flour is slightly better for your health than ordinary white flour, although it lacks the nutritive elements of whole-grain flour. Unfortunately, the wheat germ, located at one end of the kernel, has been milled off and is not used in making white bread. To discard the wheat germ is like discarding the yolk of an egg—you lose the best part of your food. But I guess those Mennonite millers didn't realize that. We didn't either—until recently—and I even thought Judy's home-baked bread tasted mighty good.

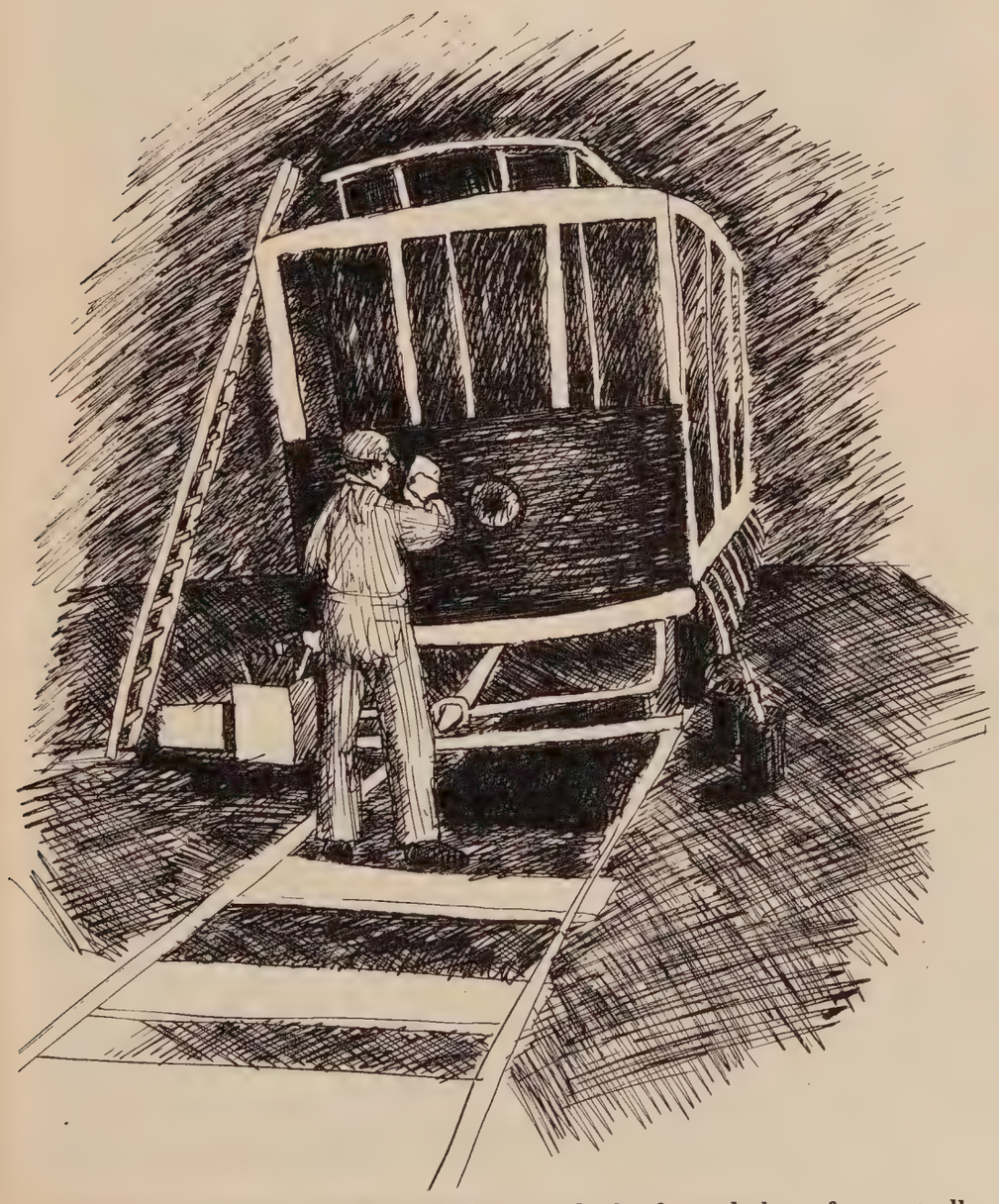
Two hours from New York is the Branford Electric Railway Association's museum at Short Beach, Conn. As traction fans know, its collection of elevated and street railway equipment is one of the world's largest and its roster includes just about every variety of car you can think of. In 1947 the organization, then headed by the famous E. Jay Quinby, bought a mile of private right-of-way from the Connecticut Company, a trolley line, and equipped it with a group of cars retired when the fine old New England system shut down.

Branford's roster includes a half-dozen open cars in first-rate condition. We spent a joyous afternoon shuttling back and forth on a handsomely crafted Osgood Bradley open-bench job that had plied its trade for years in rustic New England. Other cars worthy of note are Union Street Railway's 1907 vintage, wooden, double-ended mail car; Toronto Railway's little convertible trolley; BMT's 1001, the first PCC ever built in America; and Brooklyn Rapid Transit's 197, an elevated trailer dating back to the 1880's.

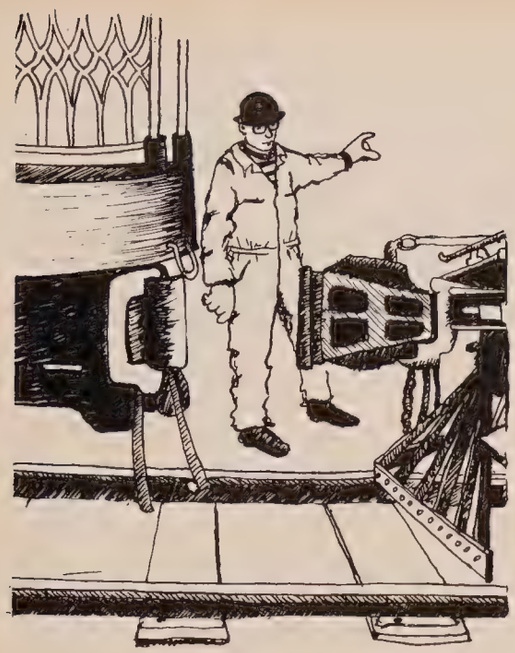
Judy and I agree that the ride on the open-bench cars is Branford's prime attraction. When you watch the happy crowds rushing to board those ancient iron-wheeled caravans, you begin to ask yourself whether it was stupidity or ignorance that prompted the abandonment of commercially operated summer trolleys elsewhere.

Our last trip on this museum safari took us back into Pennsylvania, this time to New Hope, northern terminus of the New Hope & Ivyland. This well-managed tourist railroad offers a pleasant ride through the scenic countryside from New Hope for 17 miles southward to the village of Ivyland, where it connects with the Reading Railroad. The line is currently powered by a hand-fired 2-8-0, built in 1922 for the Canadian National, which used her for mixed freight and local runs until they retired her in 1965. Down for repairs when we got there was NH&I's other steamer, No. 40, a 2-8-0 that Baldwin built for the Cliffside Railroad in 1924.

The New Hope road really made my wife an all-out railroad enthusiast. Its superintendent let her ride the engine on a regular run. Judy tied her hair up in a gay-colored bandana and climbed the steep metal ladder to the cab of the venerable steamer. The "hogger" handed her a coal scoop, pointed out the floor pedal that opened the firebox door, and told her to shovel away. The grinning fireman was delighted to get help from a pretty assistant. It was his first rest all day. A half-hour later Judy descended from the engine, her face blackened



A member of Shady Gap Electric Railway sands the front dasher of open trolley.

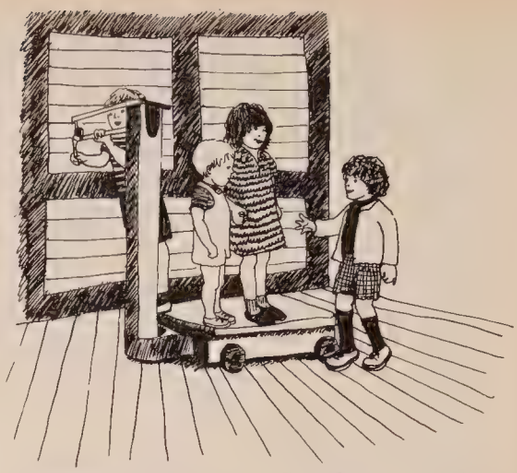


Brakeman at Strasburg wears bowler hat while coupling up tourist train.

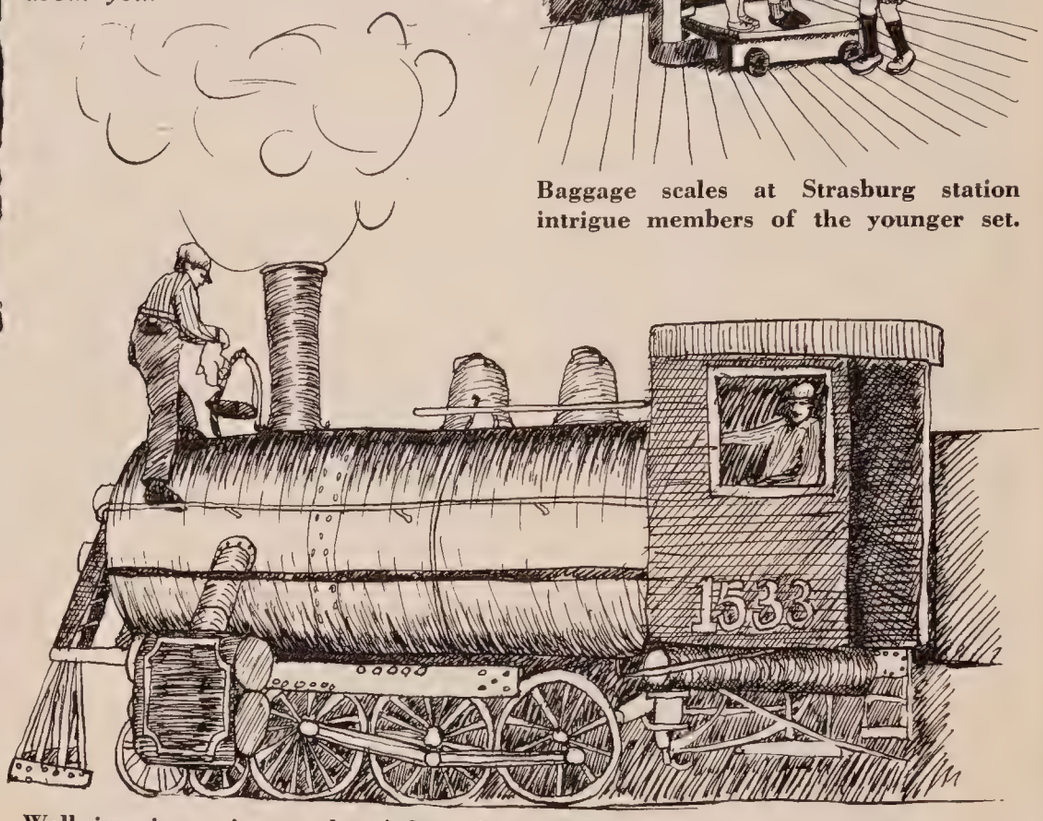
with coal dirt, looking tired but happy.

The New Hope line's best bargain, in my opinion, is the Saturday Night combine that makes a 34-mile round trip from New Hope, dropping off two or three freight cars at Ivyland. After some switching, the train couples into a boxcar or two for delivery to an industrial siding. This is real old-style branchline railroading. If you are bored from watching diesel drags, buy yourself a ticket on the NH&I.

One bright thought, upon completing our limited tour, was the knowledge that many other railroad and trolley museums throughout the U.S. and Canada were figuratively still beckoning to us. We have already lined up a continuation of our trek to steam and juice centers for this summer. *How about you?*



Baggage scales at Strasburg station intrigue members of the younger set.



Well, imagine seeing you here! Crew fires up New Hope & Ivyland's No. 1533 for her regular Saturday night mixed freight run to Ivyland, a railfan's delight.

McCloud River, once with an all-Baldwin roster, now has three new EMD SD-37's.
Robert L. Hogan, 2250 Pelham Place, Oakland, Calif. 94611

TRACKSIDE IN THE DIESEL AGE

By JIM EDMONSTON

Boston in 1950: Boston & Maine E-7 shows both vertical louvres and roof grids.
Jim Edmonston collection

INGERSOLL-RAND 60-tonner No. 90 has been donated to the Ford Museum in Dearborn, Michigan. Built in 1925, it worked as plant switcher for IR at Phillipsburg, N.J., for all of its 45-year active life. It was never modified or altered in any way, making it even more rare. No. 90 is actually the product of three builders, General Electric supplying electrical gear, Alco the superstructure and truck frames, and IR the power plant. An article in the *Easton* (Pa.) *Express* last September 21st showed the box-cab, which is yellow, posed outside the plant prior to shipment. Penn Central agreed to haul the unit to Dearborn without charge.

Ingersoll-Rand built more than 121 locomotives before going out of production in 1937, but still manufactures parts on special order. Two more of its locos are on display: Jersey Central's 1000 is in the Baltimore & Ohio Museum in Baltimore, while B&O's one-spot resides at the National Museum of Transport in St. Louis. Both have box-cabs and are almost identical in appearance to the 90.

A question arises concerning the donation of the 90. According to Oliver Wagner, Jr., 3113 N. Third St., Harrisburg, Pa., the Dec. '70 issue of *Trains* reported that this engine had been donated in September, 1970. However, Oliver sent me a photograph which he took October 11, 1971, when the engine in question was passing through Harrisburg, Pa., in a PC freight. This probably sets a record for the slowest shipping time yet. Well, PC said they'd do it for free.

Oliver also quotes a wishful rumor to the effect that the four Western Maryland FA-2's stored at Hagerstown will be reactivated and used in Williamsport Hill pusher service, reportedly "for the benefit of railfan photographers." Before you rush off to Maryland with a camera, give this rumor time to clarify itself. Western Maryland is one of my favorite roads and friendly to railfans in general but is not a tourist line.

WM's RS-3's, both freight and passenger versions, have been showing up with increasing frequency in Reading's Rutherford Yard near Harrisburg. This has long been a RDG-WM freight-pool point but usually for the newest road power. Strangers in Rutherford are Norfolk & Western locos, more of which are appearing regularly. There is talk of eastbound N&W-WM-RDG symbol freights, as many as five per day. Meanwhile, at Harrisburg the Penn Central is scrapping some Alco S-2 switchers, although these are not locally used.

The Delaware & Hudson has had to take a hard line concerning railfans, laments Jim Odell, 850 Spring Ave., Troy, N.Y. President Maxwell cancelled a fantrip which had been scheduled for October 16th; photographers are no longer welcome on the premises. Jim says both actions stem from the steal-

Photograph by Robert Anderson

Chicago & North Western E-8 at Ironwood, Mich., on March 31, 1957. Note faired-in number boards.

ing of PA plates (reported here earlier) and the "last-run" vandalism which hit the *Laurentian*. D&H moved into the national spotlight by purchasing the Santa Fe's PA's. Unfortunately, this news drew some moronic hobbyists as well as sincere fans to the D&H. Senseless acts of a few crooks have now ruined the good name of railfans in general.

No CLC-FM power remains active on Canadian National, according to Dr. Louis N. Herbert, 16375 Nine Mile Rd., East Detroit, Mich., who cites CN's *Summary of Diesel Equipment* dated 1/1/70. This updates our C-Liner summary.

An unusual rebuilding has been discovered in Radnor Yard in Nashville, Tenn., by Jerry Mart, 1731-B Jan Drive, Hopkinsville, Ky., who found Louisville & Nashville's No. 98, a GE 70-ton switcher, built 4/48, builder's number 30017. The engine obviously had been altered. Now packing 800 hp. (was 500), the 98 is repowered with an Alco 251-series engine from an offshore drilling rig. L&N classifies the loco GE-Alco S-3M. It is currently operating in the Gallantin, Tenn., area. Another 70-tonner, L&N No. 99, is working for the Marianna & Blountstown Railroad in Florida.

Jerry also has spotted an unusual variation in two EMD switchers on the L&N: a large boxy structure is located between the stacks. He saw No. 2278 at Radnor sporting this contrivance, which puzzles me. The shop foreman says this is a "hump-control" device (which also is on Nos. 2227 and 2279). will explain it.

That section of the former Industrial Equipment Division Baldwin-Lima-Hamilton which made industrial parts has become one of three divisions of a new company, Eco-Laire, Inc., which will continue the manufacture of parts for all Baldwin diesels and dump cars. New facilities will be located in Wilmington, Delaware.

CP Rail has ordered 40 new locomotives, 3000 hp. each, from the Diesel Division of General Motors of Canada Ltd. in London, Ontario. My guess: GP-40's. Delivery is scheduled for May through August of this year.

Now I hear from a PRSL trainman, Robert L. Branin, 50 Vine St., Bridgeton, N.J., who contributes this PRSL Baldwin roster as of last October 23rd: DRS-4-4-15 No. 6003, AS-16 Nos. 6016, 6024, 6025 (one other 6013 was burned beyond repair last September first), BS-8 No. 6006, BS-12 Nos. 6017-6021, 6028-6032, and ten EMD GP-38's, Nos. 2000-2009. Five more were ordered but could not be financed due to parent PC's bankruptcy. However, they ended up belonging to the PC after all. Bob Branin mentions that PRSL is very short of power.

Latest on the Southern Pacific comes from Dick Sievers of Glendale, Calif.: ten more GE U-33C's on order are expected this January, which will doom the remaining freight F's, the FP-7 No. 6462 (SSW No. 306) is out of service in Sacramento, while Alco S-4 No. 1801 was stored unserviceable at West Oakland the day after a newly promoted engineer made his first trip in it. I'd like to hear the story of that first run.

Continuing our discussion of EMD's E units, we look at E-6, E-7, E-8, and E-9. Model E-6 was produced between November 1939 and September 1942 as a natural follow-up to the successful E-3. The outer characteristics remained the same. No satisfactory reason other than salesmanship can be advanced for the change in model designation. These units are the long-nosed, sleek-looking passenger haulers that introduced all the great post-war streamliners.

E-6 carried two 12-cylinder 567 engines producing 2000 hp. Ninety-two "A" units and 26 "E" units were built. Most of them have been scrapped, rebuilt, or traded in on new power. The old Atlantic Coast Line (now SCL), the L&N, and the Rock Island had the largest intact fleets prior to the Amtrak takeover. RI's units may haul commuters for some time, but I doubt that Amtrak will retain the E-6's it inherited from SCL, L&N, B&O, and Santa Fe.

In February 1945, after a wartime lull in passenger diesel output, EMD introduced the E-7. This was a 2000 hp. mode, internally an E-6 but with the long-nosed gone. E-7A's carried the short bulldog nose of F units.

B&O 7-9 leaves Silver Spring, Md., southbound with the *Shenandoah* in Aug. '55.
Photograph by Jim Edmonston

ACL E-6 in Louisville, Ky., in 1956. Note changed number boards and class lights.
Jim Edmonston collection

Erie Lackawanna SD-45's head eastbound freight through Black Rock cut near Port Jervis, N.Y., in 1970.
Bill Botkin, 13 Columbia Rd., Convent Station, N.J. 07961

The side panels were the same as on the older E-6, with one major difference. E-7 is the only unit built with a long, vertical louvre behind the cab window, running halfway down the side of the unit. Roof grilles flanking the stacks set E-7's apart from later E-8's and E-9's. Although in many cases side panels have been altered, the vertical louvre remains the best way to spot an E-7A. The "B" units are twins to E-6B's. Four hundred and four E-7A's and 75 "B"'s were built; most of them are still operating. Probably the most famous E-7A was the unit which toured America with GM's *Train of Tomorrow* in 1948.

Probably the most widely recognized E unit is the E-8. As the most numerous of all E's, they were present on almost every major passenger-carrying U.S. railroad. E-8 became the only E unit also sold in Canada, three of them going north while 454 roamed their native soil. They were built between August 1949 and December '53. The E-8 has the same bulldog snout as E-7, but its side panels reflect the F-unit styling, with four widely-separated portholes and a full-length Farr air filter grille along the top of the car body. Larger number indicators appeared, faired into the nose for a smooth, sleek look. E-8 is mightier than E-7, with two 567B power plants producing 2250 hp. The E-8 will probably remain America's leading rail passenger power for a long time.

E-9 started production in May '54. Theoretically it may still be ordered from EMD, although recent passenger power has taken the form of the SDP series and the FP-45 "cowl" units. Approximately 93 E-9's were built and are identical with E-8's, but have more horsepower. Two 567C power plants produce 2400 hp., making E-9 the last and most powerful of a famous line.

Roster: B&O 1454-1457, C&EI 1102, CB&Q 9985, A&B 9989 and 9990-9995; Milwaukee Road 30; A&C 38; Illinois Central 4034-4043; Kansas City Southern 25; Katy 53A and 54C; SP 6046-6054; Union Pacific 900-909 and 943-962; SAL 3060; and Florida East Coast 1031-1035. Amtrak, of course, now owns the units and eventually will repaint and renumber them, hopefully publishing a roster showing previous ownership.

Please continue sending diesel news to my home: 792 Farnham Court, Cincinnati, Ohio 45240. ●

STEVE MAGUIRE'S

TRANSIT TOPICS

JOHN A. VOLPE, Secretary of Transportation, announces a $19.7 million grant to the Public Utilities Commission of San Francisco for the city's streetcar and rail mass transit system. This grant is made by the Department of Transportation's Urban Mass Transportation Administration (UMTA). It includes funds for reconstructing and rehabilitating the city's Municipal Railway (Muni) surface rail car fleet and modernizing San Francisco's famed cable car system.

The PUC of the City and County of San Francisco will get $19,718,000 in Federal UMTA funds. This will cover two-thirds of the nearly $30 million improvement project costs, with the remaining one-third—$9.8 million—provided by the City and County.

Last April, UMTA gave the PUC $19.3 million to help Muni modernize and replace its commuter rail and bus fleet. The transit system is using those funds to buy 400 new radio-equipped buses, 78 rail cars, 50 small transit buses, and 210 electric trolley buses.

The latest grant allows Muni to buy three new cable cars and rebuild seven others, extend a present cable-car line to historic Fisherman's Wharf, and improve the lighting and braking systems on cable cars. Also to reconstruct and rerail present cable car and surface rail lines, buy safety, maintenance, and fare-collection equipment, provide a new rail connection between Muni's "L" and "N" lines, and install a vehicle location monitoring system.

Per capita transit usage in San Francisco is among the nation's highest, second only to New York and considerably above Chicago and Philadelphia. Nine out of ten city residents live within two blocks of a Muni route. In addition, the system has one of the lowest transit fares in the country, 25 cents. Although the Muni system operates on a locally-financed deficit, downtown merchants and property owners have found the system preferable, both financially and environmentally, to wider streets and freeways.

In addition to helping Muni, the Department of Transportation has provided $145 million as the Federal share of the Bay Area Rapid Transit District's new $1.3 billion subway and rail system.

Southeastern Pa. Transportation Authority PCC No. 2752 rumbles across Market Street, Philadelphia, March 8, 1971. The car, built by St. Louis Car Co., is on 12th Street heading south on Route 23, the nation's longest trolley route.
Ronald D. Karr, 36 Sweetgum Road, Levittown, Pa.

BY THE FIRST of this year, PATH, the Port Authority Trans-Hudson commuter railroad between New York City and New Jersey suburbs, was due to complete a switch from tokens back to cash. Its token system had been instituted in 1965.

At this writing, the fare is still 30 cents, but we can't predict how long it will last, the uncertainty being due to the fact that New York State voters rejected a $2.5 billion transportation bond issue. New York City subway and bus fares also may have gone up by the time you read these words. Most of the bond issue was to have been devoted to reckless spending of money for new highways, with only a relatively small percentage of it allocated to the big city's subway-el system; but evidently the voters don't want to see any more of their precious meadows and woodland cemented over for motor traffic. Automobiles have already caused far too much air pollution, not to mention about 50,000 deaths a year on highways throughout the nation.

PATH links lower Manhattan and midtown with Newark, Harrison, Hoboken, and three stations in Jersey City. There are 13 PATH stations. When the new fare system is fully installed, it will be completely automated, eliminating all change booths and change attendants.

The new turnstiles, which have three coin slots instead of the traditional one, were built in England and cost $2,100 each. PATH bought 175 of them, along with 65 change-vending machines that convert dollar bills into coins. This fare-collection system has a closed-circuit-television system built into it that would monitor fare-paying and also, through its contribution to the cutting of coin-collection expenses, provide for more police coverage on trains to protect passengers.

Chicago uses the same machines as PATH; Cleveland's new line to its airport takes only cash, and Boston's Massachusetts Bay Transportation Authority lines also accept only cash.

When heavy snowstorm hit Boston area December 26, 1970, MBTA called out some of its older snowplows. No. 5098, built in 1907 as passenger car, does her bit.

Photograph by Ronald D. Karr

Photograph by William E. Warden, Jr., 1216 Shamrock Lane, Waynesboro, Va. 22980

BTC Catonsville-Ellicott City line car No. 5748 westbound in Catonsville, Maryland, on a cold day in February, 1955.

The San Francisco Bay Area Rapid Transit system's commuter line, as yet inoperative, and the Lindenwold Line from South Jersey into Philadelphia, both use completely automated systems in which commuter tickets are purchased from a machine, with the turnstile subtracting the cost of each ride as the passenger leaves the station near his destination. The new suburban line of the Paris Metro also uses this system.

New York City Transit Authority, which operates subways and buses, has no plans to change from the present token, even if the present 30-cent fare goes up. The cost of conversion would be staggering.

Compared to PATH's 13 stations, or the Bay Area Rapid Transit system's 37, the New York subway system has 476 turnstiles, PATH 175; N.Y. subway system has 3,047. NYCTA has 20 million tokens in the hands of riders and six million more in its change booths and in commercial banks around the city, where they are sold to riders.

A BALDWIN-BUILT electric locomotive, which normally is stored idle, was seen in operation recently on the Yakima Valley Transportation line while the road's regular GE engine was being shopped for its annual overhaul, reports *The Trainmaster*, periodical of the Pacific Coast Chapter of NRHS. The Baldwin is scheduled to operate about once a year while the GE loco is incapacitated. All Yakima Valley motive power and line-car A have been painted in Union Pacific yellow. The YV still has plenty of running on streets, sides of roads, and in open fields. It is almost the longest electric operation of its kind left in America.

A NEW electric railroad is being built in northeastern Arizona, similar to the Muskingum Electric in central Ohio but much longer. Known as the Black Mesa & Lake Powell Railroad, it will be 78 miles long and powered by electric locomotives. Coal will be hauled from a strip-mining area, Black Mesa, located on an Indian reservation, to a 2.3 million kw. power plant being built on the Colorado River at Page, Arizona, for Peabody Coal Company.

The $45 million project is scheduled for completion by 1974. Its 5000-hp. General Electric locos will have to be transported overland to the site, which is more than 100 miles from any railroad. This may well be the last such plant built in the area, for there is now a ban on all construction of new power plants thereabouts. Black Mesa coal is low grade, closer to peat than bituminous and resulting in an outpouring of fly-ash and other pollutants.

We thank *The Western Railroader* and *Trolley Fare* (publication of the Pennsylvania Railway Museum Association) for these facts.

FROM *Trolley Fare* we learn also that three of the last six trolley lines in Pittsburgh, 44-Knoxville, 49-Beltzhoover, and 53-Carrick, were converted to buses last November 14th, leaving only three rail transit routes in the city.

GEORGIA'S proposed $1.4 million rapid transit system won approval in last November's election. Heavily populated DeKalb and Fulton counties (Atlanta) supported it. Voters in Gwinnett and Clayton counties rejected it, which means that rails will not be laid in those counties. Actually, the state's voters balloted on a one-cent sales tax to help build the system.

VANDALISM and a million-dollar lawsuit filed by a woman who claims she was assaulted and robbed in a pedestrian tunnel after alighting from a Cleveland Transit train have pushed CTS into tougher action against perpetration of such acts, reports Ed Kleinsmith of Cleveland, Ohio, who sends us this item from the Cleveland *Plain Dealer*:

CTS operations manager Donald F. Valtman is seeking Federal money to finance a couple of demonstration programs, one aimed at balking vandals, the other at deterring hoodlums who prey on transit riders.

Valtman said he will put in a bid for a slice of a $230,000 grant awarded by the Urban Mass Transportation Administration to a joint committee on vandalism and passenger security set up by the American Transit Association and Institute of Rapid Transit. He would use the money to put up special angled fences at selected bridges and hire a team of roving policemen, possibly with dogs.

Most of the line's bridges are wide open to those who get fun out of throwing things at trains. Angled fences, protruding under the bridges, would make it tough to take aim, especially when large objects such as car tires are used.

CALCUTTA may soon have a subway under construction. The large city is the last in India to have a trolley system, but traffic jams have increased to the point where underground rapid transit is needed. A Soviet Russian team studying the local problem has recommended such a system. Future subway proposals in India may be considered for Bombay, Madras, and Delhi, the capital.

CHICAGO'S Mayor Richard Daley has received an award from the fifth International Conference on Urban Transportation, held at Pittsburgh, Pa., for Chicago Transit Authority development and planning.

In accepting the award, Daley said: "Chicago's citizens are fortunate in that most of them are within three-eights of a mile of surface, elevated, or subway transportation. This very availability, this superior service, is the basic reason why CTA is unable to stay in the black even after raising fares." He added that Chicago is planning to build a new downtown subway, replacing the present archaic el structure. Its cars will be air-conditioned, park and ride facilities at stations will be provided, and the latest technology for speed and safety will be used.

Trolley Museum News

ANOTHER new operating trolley museum has been placed in service, with one-third of a mile of track on the Midwest Central Railroad at Mt. Pleasant, Iowa. It began electric operation last September 2nd, using former Southern Iowa Railway passenger car 9, we learn from Bob Levis, 419 S. Hackett Rd., Waterloo, Iowa 50701. Running between the car barn and an old railroad station, the line was opened in conjunction with the noted Midwest Old Settlers & Threshers Reunion at Mt. Pleasant, an annual affair in which their steam train also runs for the holiday week end. Will someone please tell us if the electric operation will be regular or only at the Reunion once a year?

Another piece of equipment expected to be brought to Mt. Pleasant is former Chicago, Aurora & Elgin passenger car 320. This is owned by the Iowa Chapter of NRHS and is presently stored at Centerville, Iowa, where it ran on the SI Ry until the line's abandonment. A third car owned by the new museum group is one of the ex-Rio open trolleys from Brazil, South America, now stored at the Magee Museum, Bloomsburg, Pa.

Bob Levis says also that the Iowa Terminal Railroad is still operating as a trolley freight line and will probably remain so for the indeterminate future.

MINNEAPOLIS Transportation Museum, owner of former Twin City Lines streetcar 1300, has placed the car in operation on one-half mile of track along the right-of-way of the former TCL Como-Harriet car line at Hopkins, Minn., a suburb of Minneapolis. Although the track has been relaid, no overhead has been erected yet. The vehicle is propelled by a small motor on a flatcar attached to the rear of the trolley car. Electric operation will begin as soon as the overhead is completed. The museum line will operate on week ends between 1 and 7 p.m., April through October. Contact MTM, Box 1300, Hopkins, Minn. 55343.

The Minneapolis Museum has reproduced an excellent six-fold timetable originally issued on Sept. 6, 1909, showing service along all of the Lake Minnetonka trolley and boat lines, including service to Tonka Bay, Deephaven, Stillwater, White Bear, and Mahtomedi. Besides, the timetables, there is a complete, well-drawn map of every TCL line of the time. Copies can be had from MTM for $1 each, with money from the sale going toward extending the trolley line and erecting overhead wires.

FROM Blackpool, England, a boat tram passenger car came in October, delivered to the California Railway Museum at Rio Vista, Calif., via a ship to Ensenada, Baja-California, and then trucked up to San Francisco, from which it was sent to its new home. This Blackpool specimen has no roof but a center post for the trolley pole. Its type is being replaced in Blackpool by newer equipment, since its passengers are often subjected to wetting from sudden rainstorms.

The third former Third Avenue Railway System trolley to be given to a foreign museum line by authorities in Vienna, Austria, is scheduled to arrive soon in the U.S. for service at the National Capital Trolley Museum on Bonifant Road in Wheaton, Md. Earlier similar cars had been shipped from Vienna to the Branford Electric museum in Connecticut and the Crich Museum in Derbyshire, England. The car en route to NCTM was formerly TARS No. 674, built by the transit company in New York in the late thirties.

Orange Empire Trolley Museum at Perris, Calif., has received the body of former Fonda, Johnstown & Gloversville interurban 127, later Bamberger Railroad 127, in fine condition. It is now being restored after some years in a migrant workers' camp since abandonment of the Bamberger line in 1952. Car 127 was one of five ordered for the FJ&G in 1931. No others were built to the same design, although a fleet of similar but bigger cars was purchased in 1932. They still operate on the Red Arrow line out of Upper Darby to Norristown, Pa. The Santa Fe Railway has donated its Perris station to the trolley museum.

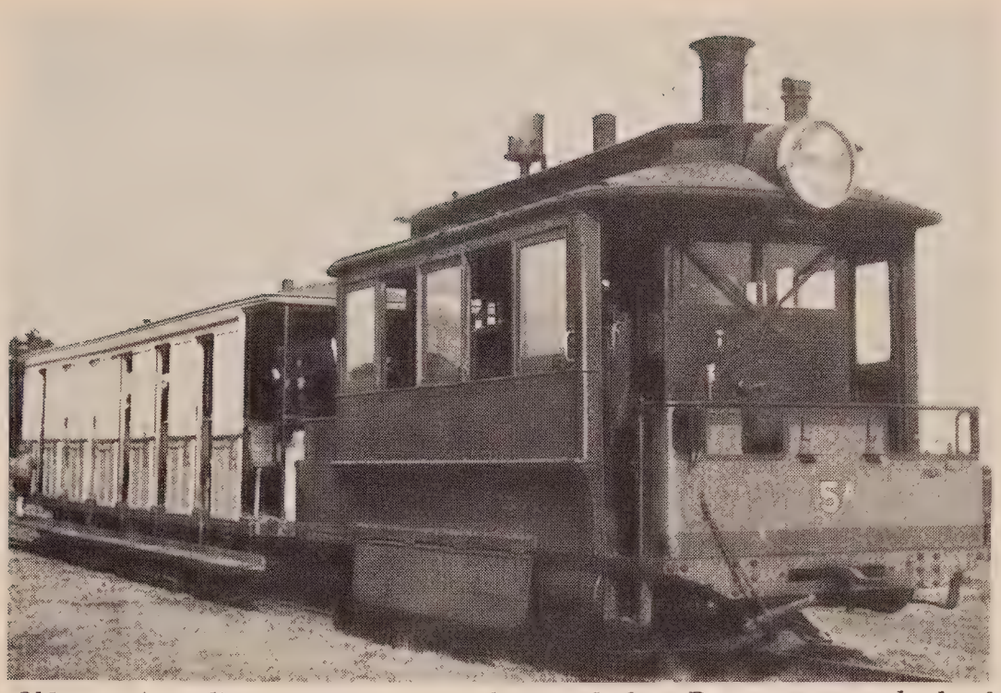
ILLINOIS Railway Museum, operating 1½ miles of track along the abandoned Elgin & Belvidere Electric route at Union, Ill., has lost a decision in the Illinois Supreme Court to local farmers who claimed title to part of the 5 miles of right-of-way the IRM purchased more than ten years ago. In buying the long section of abandoned E&B right-of-way, IRM hoped eventually to lay track for the entire distance. However, once it had been extended 1½ miles, farmers who owned adjoining land went to court, claiming title by adverse possession—meaning that they had used it as their own and this use had not been contested in the period of 20 years before. This gave them title to the right-of-way, over which they claimed to have farmed for more than 20 years since the E&B abandonment in the early 1930's.

EFFORTS are being made to preserve part of the Ballarat tramway system in Victoria, Australia. Even before the anticipated abandonment last fall, fans began trying to salvage a small part of the system in the park area known as Wendouree Parade, with some trams and establishment of an historical transport museum as a tourist and educational project. A committee known as the Lake Wendouree Tramway museum is pushing the project.

We understand that the State Electricity Commission, operator of the tramway lines, has agreed to donate all equipment required for the proposed museum-type line. The Committee aims to set up the line around the lake, running week ends and holidays, and even to encourage restora-

James Cerny, 1022 Province Street, Pittsburgh, Pa. 15212

Pittsburgh streetcar? Where? When? Lack of identification doesn't add luster to an otherwise good trolley loop scene.



Old type Australian steam tram was photographed at Parramatta, a suburb of Sydney, New South Wales, by a Victorian Railways motorman.

George M. Noona, 16 Stradbrooke Rd., Boronia, Victoria 3155, Australia

tion of paddle-wheel steamers on the lake. So says *Electric Traction,* monthly bulletin of Australian Electric Traction Assn., Box 1017, G.P.O., Sydney, N.S.W. 2001.

Blackpool's Unique Trams

BLACKPOOL, a resort town on England's west coast, has the distinction of being the only city in the British Isles currently operating streetcars. While the massive fleets of trams in London, Leeds, Glasgow, etc., are past history, Blackpool continues to operate a medium-size roster of double-deck and newer single-deck cars. To keep the isolated system running in safe and satisfactory condition the rails, switches, and traction motors must be imported from West Germany, a nation which wisely decided in favor of modernized streetcars as the primary mover of urban masses.

The present Blackpool system consists of one long route partly on private right-of-way for about 15 miles, serving various hotels and resorts. In the early 1960's the three urban lines were abandoned, but the remaining route appears safe at present. The management of the company, in common with those of other transit companies, seeks to implement one-man operation as a means of cutting costs. At present, Blackpool trams have a motorman and two conductors.

Blackpool was the first English city to electrify its trams and is now the last to operate them. The entire operation is most interesting. The personnel are very friendly and will gladly escort an enthusiast through the shops and service areas. Some of the workers themselves are dedicated railfans and belong to the British Tramway Museum at Crich.

Most double-deck trams were built in the late 1930's and have been modernized. A few, built in 1939, came second-hand from Leeds. Single-deck, built in the fifties, they are among the only ones of their kind used in the British Isles.

Blackpool is easy to reach from Euston Station, London, by fast British Rail electric express trains; travel time, about 3 hours. If the visit is made in early September, you can see tram floats in operation during the "Illumination," a nightime equivalent of the Mardi Gras in New Orleans; it lasts two weeks.—Bruce Russell, 33 Lorraine St., Glen Ridge, N.J. 07028.

New Electric Publications

The Era of Interurbans in Winnipeg: 1902-1939, **by Herbert W. Blake, 36 pages, 6x9″, with soft cover and stapled binding may be had for $2 from the author at 237 Campbell St., Winnipeg 9, Man., Canada. It is primarily a picture-history of the interurbans that ran out of Winnipeg to Headingly, Stonewall, Selkirk, and St. Norbert, operated by Suburban Rapid Transit Co. and the Winnipeg, Selkirk & Lake Winnipeg Railway, both controlled by the local Winnipeg Electric Co. system. Text is relatively short. The WE&LS operated as a steam road with a Forney engine hauling three passenger cars until 1908, when electrification took place. An earlier publication by Blake covered the Winnipeg Electric city system.**

The Rapid Transit Railways of the World, **by Henry F. Howson, 163 pages, 8x9″, with hard cover, available for 3.75 pounds (British currency) from George Allen & Unwin, Ltd., Ruskin House, Museum St., London, England. If you want to know the location of every rapid transit railway line on earth, here it is. Howson goes into detail on all such operations and describes what is being done to extend and improve each of them.Several pages are devoted even to rapid transit systems now only in the planning or proposed stage. Today the world has almost 60 rapid transit railway systems, whereas a generation ago there were only 20. The many photos in this book well illustrated the types of equipment and operation.**

The Story of Mansfield Transit Systems, **by Jeffery R. Brashares, 24 pages, 10x7″, with stapled binding, is available from the author at 825 Peaceful Path, Mansfield, Ohio. Jeff has been interested in transit since he was 12. Now, at age 19, this University of Akron student majoring in transportation has traced this history, from the first electric car in August, 1887, to the present bus system. Besides his abbreviated account of the Mansfield local system and the Mansfield-Shelby interurban line, he gives two pages to the Cleveland& Southwestern and the Sandusky, Norwalk & Mansfield interurban routes, with photographs. He did not tell us the price.** ●

Blackpool double-deck tram heads for the Starr Gate amusement park. This car, built in 1938 and recently modernized, has a crew of three men.

Photograph by Bruce Russell

BOOKS OF THE RAILS

by GORTON T. H. WILBUR

THE WILD RIVER WILDERNESS, by D.B. Wight, hard cover, 158 pages, photos, maps, Courier Printing Co., Inc., Littleton, N.H. 03561, $7.20.

A rather expensive treatise to learn about a small part of New England's logging railroad past. Still, little-known historical facts about persons, places and things in the wild beauty of the Androscoggin Country of northern New England would delight any Yankee. The author says the Wild River Railroad was not chartered in either New Hampshire or Maine but served two unincorporated townships in both states and had wrecks that never got into print. A railroad carrying passengers, mail and freight but not chartered!

"PITCH PINE AND PROP TIMBER," by Benjamin F.G. Kline, Jr., soft cover, 99 pages, 115 photos, maps, rosters, Lycoming Printing Co., Inc., Williamsport, Pa. (We don't know the price.)

This is No. 1 of a 13-booklet series, *Logging Railroad Era of Lumbering in Pennsylvania.* It examines operations in the south-central section of the state, with loads of hard-to-find Shay and Climax pictures. A Keystone State subject largely ignored by historians, it is largely a labor of love.

RAILWAYS OF AUSTRALIA, by O.S. Nock, hard cover, 284 pages, photos, drawings, Adam and Charles Black, 4, 5 and 6 Soho Square, London WIV 6 AD, five pounds, 50 shillings.

Continuing the series on Railways of the World by Mr. Nock, this one is a comprehensive look at Australian railroads from pioneer rail days to the present. Initial development centered around the coastal cities. Each state, asserting its independence, used a different gage, leading to great inconvenience. Even today Australia has all three of the world's commonly used gages. The building of the 1000-mile desert run of the trans-Australian line.

SOUTH AMERICAN STEAM, by Roy E. Christian and Ken Mills, soft cover, 74 pages, photos, maps, rosters, published by Roy E. Christian, 1691 Wilshire Dr., Aptos, Calif. 95003, $3.95 (plus sales tax for Calif. buyers only).

This booklet, liberally spread with photos of locomotive builders from ten foreign countries, gives a good account of what is left of steam in South America during the authors' recent search for this perishable commodity. They tell us, for example, that a truly rare locomotive is on display in the yards of Asuncion, Paraguay, a 4-2-2 T "bicycle" type built in England in the 1860's, the country's first locomotive. We think many readers will enjoy this book.

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The books are available only by mail. *Railroad Magazine Book Service,* 205 East 42nd Street, New York, N.Y., 10017. Here are a few suggestions:

	List Price	Our Price
WORKIN' ON THE RAILROAD, Richard Reinhardt	$ 8.95	($ 8.50)
RAILROAD AVENUE, by Freeman Hubbard	$ 6.95	($ 6.60)
THE RAILROAD SCENE, Wm. Middleton	$ 8.95	($ 8.50)
THE RAILROAD CABOOSE, by Wm. F. Knapke	$ 7.95	($ 7.55)
BESSEMER & LAKE ERIE, 1869-1969, Beaver	$10.00	($ 9.50)
CAR-BUILDER'S DICTIONARY, Forney	$19.95	($19.00)
CN STEAM POWER, by Clegg and Corley	$12.95	($12.30)
ENTERPRISE DENIED, by Albro Martin	$10.95	($10.40)
LAKE SUPERIOR RAILROADS, Dorin	$10.95	($10.40)
SHORTLINES OF ARKANSAS, Hull	$ 9.95	($ 9.45)
L&N STEAM LOCOMOTIVES, Richard Prince	$12.50	($11.90)
IRON HORSES TO PROMONTORY, Gerald M. Best	$10.00	($ 9.50)
SOUTH SHORE INTERURBAN, Wm. Middleton	$10.00	($ 9.50)
TO THE MOUNTAINS BY RAIL, by Wakefield	$15.00	($14.25)
PENNSYLVANIA RAILROAD K-4S, H. P. Albrecht	$ 3.00	($ 2.85)
INTERURBAN INTERLUDE, by E. J. Quinby	$ 7.95	($ 7.55)
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GOLD RUSH NARROW GAUGE, by Cy Martin	$ 6.95	($ 6.60)
TRAIN WRECKS, by Robert C. Reid	$12.95	($12.30)
AMERICAN LOCOMOTIVES, by John H. White	$20.00	($19.00)
DOWN AT THE DEPOT, by Edwin P. Alexander	$15.00	($14.25)
THE AMERICAN STEAM LOCO, Vol. I	$14.50	($13.75)
OVER THE HILLS TO WOODSTOCK, by Mead	$ 3.50	($ 3.35)
MORRISTOWN & ERIE, T. T. Taber III	$ 6.95	($ 6.60)
ERIE POWER, by Alvin F. Staufer	$20.00	($19.00)
20TH CENTURY, by Lucius Beebe	$ 5.95	($ 5.65)
DELAWARE & HUDSON, by Shaughnessy	$15.00	($14.25)
THE COLORADO ROAD, F. Hol Wagner Jr.	$15.00	($14.25)
THE SHAY LOCOMOTIVE, by Michael Koch	$19.50	($18.55)
GHOST RR's OF INDIANA, by Elmer Sulzer	$15.00	($14.25)
RAILS TO BLUE RIDGE, H. H. Harwood	$ 4.50	($ 4.25)
NARROW GAUGE TO REDWOODS, Dickson	$ 6.95	($ 6.60)
ALL ABOARD! RR's in Michigan, W. D. Dunbar	$ 7.95	($ 7.55)
RAILS TO POSSUM TROT, by J. A. Stowe	$ 2.50	($ 2.40)
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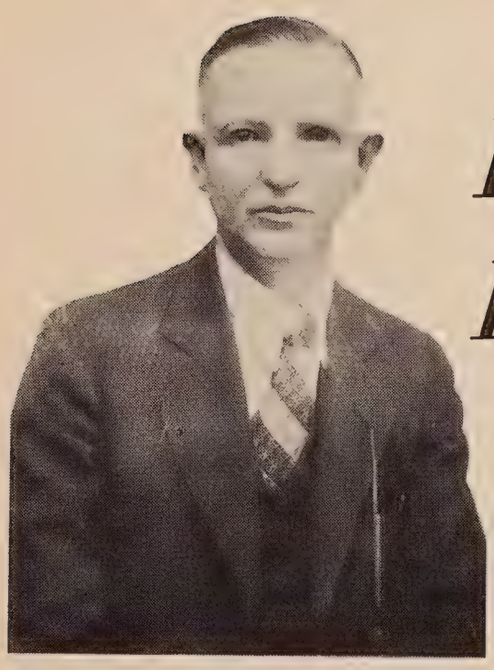
ATLANTA AND THE OLD SOUTH, Wilbur G. Kurtz	$ 5.98	($ 5.70)
COVERED BRIDGES TO CONCORD, Edgar T. Mead	$ 4.50	($ 4.30)



Author as he looked in the days when he was braking on the Frisco lines.

DON'T TAKE NO FOR AN ANSWER

by E. S. Dellinger

A FEW DAYS before Continental Fuels sank its first test well in the Bigtown field in Oklahoma, young "Smitty" Blancett went down there as agent-operator for the Stony Island Railway. Smitty was blue-eyed, apple-cheeked, and eager to please. He had sandy hair and long legs, and he believed firmly in the old motto his father had taught him, "Don't take no for an answer."

At that time a shrewd cookie known as "Big Jim" Scheeley was raising hogs on his huge nearby ranches, which centered at Bigtown and stretched for thirty miles up and down the fertile valley of the Arkansas. The very morning when the kid took over the office by throwing out some trash that his predecessor had accumulated, Big Jim loaded out a car of valuable Poland-China shoats for one of his spreads fifteen miles upriver.

While the young agent was "fixing" the extra freight train which had stopped to pick up the livestock, the gruff, ruddy stockman stamped into his office as if he owned the place. Without more than a glance at the youth, he found the blanks he needed and began making out the waybill and the shipper's contract.

Smitty did not offend his biggest cash customer by quibbling over etiquette. He finished copying his order. Then he repeated it, filled the clearance, and delivered it to the conductor who was waiting on the platform outside his open window.

By this time Jim Scheeley, having finished the papers, was shoving them across the table to him.

"Sign these, kid. I want to get out of this village before them hogs of mine die of sunstroke."

Now Smitty had several things to learn, one of them being that the wealthy stockman was as tricky as a horse trader. The youth glanced hurriedly over the forms, which were neatly and, he thought, completely filled. Without having observed that the space for "value of shipment" had been left blank, he signed for the company, tore off the shipper's copy, handed it to Mr. Scheeley, and then hooked his own copy for filing later in the day.

That first day was a busy one. There were orders to copy and deliver. There were questions to be answered—rates on chickens, alfalfa, prairie hay, bricks, beans, and bananas to and from places of which Smitty had never heard in his three years of railroading. He kept searching tariffs, selling tickets, answering questions and sending and receiving telegrams. There was no chance even to think of the waybill on a car of porkers.

Shortly before noon the village telephone rang, Smitty answered pleasantly, "Stony Island station."

"That you, Blancett?" queried a heavy voice at the other end.

"Yes, speaking."

"This is Jim Scheeley. Do you remember that car of hogs I shipped out of there this morning?"

"Hogs? Oh, yes, Mr. Scheeley. Was something wrong?"

"Nothing in particular, only when I filled out that waybill I forgot to declare a value on the shipment. Merely a matter of form, of course, but I wonder if you'd fix it up for me?"

"Of course, Mr. Scheeley!" came the answer. "I'll be glad to. Just tell me what value you wish to declare—"

The stockman cleared his throat. "You see, them wasn't just plain hogs, Mr. Blancett. They were fancy stuff, worth let's say five hundred a head."

"Five hundred dollars!"

"Yep. Now, you enter that in the bill for me this time and I'll remember that little chore in the future."

If Smitty's mind had not been burdened with the detail of other duties it might have occurred to him that the swine had already reached their destination. At least, it would have appeared a trifle strange that their owner should be declaring a value which would boost his freight rate by several dollars.

But Smitty was *very* busy. He arranged the papers, and in the blank space he wrote "$500.00 per head." Then he returned the papers to their hook; and that night he filed them along with others bills and forgot them.

TWO days later the Stony Island claim adjuster loped off the morning passenger and barged into his office, demanding the bills on that car of Scheeley hogs. Smitty produced them from his file.

"Did *you* make out these papers?" the claim man inquired.

"No, sir. Mr. Scheeley did."

"Did he write this in here?" The adjuster pointed a pudgy finger at the clearly written $500.00 per head.

"No, sir. He called me on the phone

and asked me to enter the value, which he had forgotten to declare."

"Blockhead!"

"Who's a blockhead?" Smitty retorted. "Ain't the freight on five-hundred-dollar hogs a lot more than on ten-dollar hogs?"

"Yeah, an' ain't the loss an' damage on five-hundred-dollar hogs a lot more than on ten-dollar hogs?"

Smitty muttered, "I see."

"You will see by the time you get done answering correspondence. Mr. Blancett. Two of them hogs died in transit. Mr. Scheeley has filed a claim for one thousand dollars."

"One thousand dollars?"

"That's right." The agent drew a circle around the accusing figure. "Mr. Scheeley," he continued, "is one of this railroad's best customers, but he is as crooked as hell. You're the third new man he's pulled this value trick on."

"Is that so?"

"Yes. You see, he always makes out his own waybills. Unless the agent pins him down and compels him to declare the value of the stuff before accepting it, Scheeley omits that detail until the stuff arrives at destination. If the hogs come through right side up, he lets them ride at the regular ten-dollar valuation and saves the excess freight. But if any die of heart failure, he promptly calls up the new agent, declares them as high-class stuff, and sticks the company for damage."

Smitty gasped: "Why don't you take the case into court?"

"And lose Scheeley's business? No, Mr. Blancett. If our agents would attend strictly to business and check up on contracts before signing, no such action would be necessary."

The claim adjuster took the next train back to headquarters. Later, Smitty learned, he compromised with the shipper, and the company paid out five hundred dollars for two shoats worth less than twenty. Jim Scheeley pocketed the money, bought a pair of fancy Poland-Chinas to replace the scrubs he had lost, and watched for a chance to catch another new agent napping.

An indignant super gave Smitty ten brownies for signing a receipt not properly made out and threatened to fire the kid for altering it after shipment had arrived at destination.

Smitty signed for the brownies. After that, he made certain that every receipt was properly filled, and he watched for a chance to get even with Big Jim Scheeley. The chance did not come until about a year later.

IT WAS a torrid noon in July. The mercury stood at a 110 on the north side of the station. Not a breath of air rustled the cottonwood leaves in the Arkansas bottoms.

The young agent sat at his table wiping sweat off his flushed face, listening to the click of his instruments, watching the forest of oil derricks owned by Continental Fuels rising within range of his bay window, and wondering when some old head would get wise and bump him off this job, now rapidly becoming one of the best on the Oklahoma Division.

An extra freight stopped on the main line with a car of hogs next to the engine—sleek, well-fed Poland-Chinas like those Big Jim Scheeley raised on his ranches. The head brakeman pulled the pin behind the hogs and backed the car into the stock track a couple of hundred yards below the office. A moment later the conductor came with the waybill and pitched it in through the open window.

"Scheeley stuff?" queried Smitty.

"Yeah. Picked it up at Mud Creek two hours ago. Pretty damn hot weather to be shippin' hogs, seems to me."

"Too damn hot to be shippin' anything," the agent growled.

Sitting in the shade, the conductor fanned himself with his timetable. Smitty reported the extra in. The dispatcher asked him when they would be moving.

"Soon as we get these hogs set out," the conductor told him.

The brakeman spotted the car and walked up to the station while the engineer was pumping off the brakes.

"There'll be the devil to pay when Old Man Scheeley finds out about *that* car of hogs," he said disgustedly.

"Why?" Smitty took his big feet off the table and reached the waybill.

"Looks like half of 'em's down in the car. If I'm a judge of livestock, they're not butcher stuff, either."

Smitty opened the waybill. Big Jim himself had made it out and had not declared a value on the shipment. The youth grinned and reached for the telephone. He called the agent at Mud Creek, a relief man who had come down the day before, and warned the latter to make no changes in the bill. Then, grabbing his hat, he hurried down to the stock pens.

Scheeley had not come with the hogs, but his men were unloading them—that is, those able to walk out.

Sixteen animals were stretched in the trampled straw—beautiful Poland-Chinas, the prime of Big Jim's registered herds. Without saying a word to Scheeley's men, Smitty hurried back to his office.

He knew, of course, that technically, unless the shipper had declared a greater sum, they would be valued at not to exceed ten dollars per hundredweight. To protect his company, the youth determined to get to Scheeley before the latter heard from his men. Smitty put in a call for the ranch. Big Jim himself answered the phone.

"I'm sorry to bother you, Mr. Scheeley," the agent apologized, "but I notice you forgot to declare a value on those hogs you sent down from Mud Creek this morning."

Smitty could hear the papers rustling on Scheeley's desk and feel the tension in the voice which replied: "I sure did, didn't I? Now, that's too bad—"

"Oh, it's nothing, Mr. Scheeley. Only a matter of form, you know. If you'll give me the value now, I can enter it in the blank before I file it."

Several seconds elapsed before the stockman spoke again. Then he hedged. "The hogs arrived yet?"

"Oh, yes," said Smitty brightly. "About twenty minutes ago."

"Did the boys get them unloaded?"

"Yes, they're all unloaded." He didn't add, "The live ones are."

Big Jim cleared his throat a couple of times and said:

"I reckon' you can enter 'em at the usual rate—ten dollars per hundredweight. You see," he added with a reminiscent chuckle, "they're just plain hogs."

"Oh, thank you, Mr. Scheeley. Sorry to have had to bother you."

Smiling grimly, he snapped the receiver on the hook and entered the value in the waybill. Then he called the Mud Creek agent, told him to fix his copy, and awaited developments.

A COUPLE of hours afterward, Scheeley's Chrysler pulled into the platform. The stockman got out and strode into the office.

He growled: "Hello, Blancett."

"Good evening, Mr. Scheeley! Pretty damn hot—"

"I come in to talk to you about them hogs," the stock baron interrupted.

"Hogs! Oh, yes!" The agent smiled pleasantly.

Big Jim's tone was harsh. "Did you value that load of mine at ten dollars a hundred?"

"Certainly! I understood—"

"You get hold of the bill and fix it up for me right now, will you?"

"How you mean fix it?"

"You know what I mean, Blancett. That shipment was prize stuff, worth a thousand dollars a head. Sixteen of 'em died in the car because your damn train didn't come to pick them up until two hours after they was loaded."

Smitty was sympathetic. "I'm sorry, Mr. Scheeley, but you yourself declared a value of ten dollars per hundredweight on them. I wrote that value in the bill at your request. If they were worth a thousand dollars a head, you should have said so and paid the freight accordingly."

"Don't you set there and preach to me, young man. You get that bill and make the change I told you. Them hogs are worth a thousand—"

"Mr. Scheeley, I entered into those contracts the value which you declared. It is written in both my copy and the one on file in the Mud Creek office. If you want it changed, you may take it up with the general office."

Big Jim had often crowed about putting things over on the Stony Island Railway. He enjoyed the sport; but when a new station agent turned the joke, he got real nasty about it. He threatened to boycott the Stony Island and to get Smitty fired. But the youth was not intimidated.

In the course of time, Mr. Scheeley put in a claim for $16,000. Rather than lose his business, the claims department offered him a nice compromise settlement. Big Jim refused. He took the case to court and lost it, and the Stony Island paid him $206.40 for a lot of fancy Poland-Chinas worth thousands.

The stockman fumed and fretted as if it had taken the last cent he owned in the world. He quit shipping over the Stony Island. He swore he'd run Smitty Blancett and his railroad out of Oklahoma. He might have done so, too, had it not been for the oil boom which was then sweeping the valley.

WITHIN two years Bigtown grew from a sleepy farm village to a buzzing oil city. An old head bumped Smitty off the Bigtown agency, and he in turn bumped into Mud Creek.

Meanwhile, Big Jim had turned from hogs to oil. He organized the Scheeley Corporation and became its aggressive head. In oil as in hogs, shrewdness and sharp dealing combined with luck to make him king. Under his management the word "Scheeley" became a magic token along the oil frontier.

Stony Island freight solicitors implored the big fellow to divide his business with them. But Scheeley had not forgotten how a certain Stony Island serf had beaten him at his own crooked game. He refused to ship over Stony Island a pound of freight which could be routed over any other road.

In the course of development, he, along with other oil interests, moved up the valley to bring in the Mud Creek field. There they had to ship over Stony Island or else by truck over dirt roads from Bigtown and Westland Junction. The Texas, the Continental Fuels, and the other oil concerns patronized the railroad; but Big Jim Scheeley stubbornly gave his business to the trucks.

Spring came. Already the former stockman had brought in two gushers on his Mud Creek ranch, and the drill was almost to the sand in Number Three. He postponed sending in material to take care of the well, because the spring rains had set in, turning the valley into a bottomless morass. Heavy trucks had worked the dirt roads into a loblolly through which they could no longer run.

He kept waiting for the sky to clear and the roads to dry, but the rain continued. At length on a Thursday morning, aware that his material must be on the ground by Saturday afternoon, he wired a rush order into the city for seven cars of pipe and other accessories.

However, instead of ordering it to be shipped direct over the Stony Island, he had it routed over a rival road to Westland Junction and there turned to Stony Island for the final forty-mile haul into Mud Creek. This routing delayed the shipment a whole day.

Early Saturday morning he realized the prejudice had gotten him into a tight spot. His well would certainly come in within twenty-four hours. There was nothing on the ground to handle it. He checked on the cars. They were then coming into Westland Junction. In the routine course of handling they would not arrive in Mud Creek until Monday morning.

That was too long to wait. So he got in touch with Division Superintendent Gardner and asked for special handling.

Mr. Gardner thought he saw a chance to regain Scheeley patronage. He called the chief dispatcher. The chief located the cars. Instead of leaving them in Westland Junction, as he would ordinarily have done, until Monday's local, he ordered them picked up that forenoon on an extra freight.

That took care of the haul. It did not take care of the handling at Mud Creek. Not one of the officials remembered that Mud Creek was trying to handle an oil boom with hick town facilities. None of them checked to see whether there was a track on which to put the Scheeley cars.

THE FIRST that Smitty Blancett knew about the shipment was when Scheeley's local manager burst into the office and asked: "When will those supplies of ours be in here?"

Smitty's brows went up. "What supplies?"

"Mr. Scheeley called this morning and said he had seven cars of oil-well supplies coming in this afternoon. I want to know when to expect them."

Smitty, still the obliging agent, responded: "Just a moment, Mr. Bledsoe. I'll find out."

He tickled the brass on the dispatcher's wire and read the reply.

"It's on an extra coming in from the west, Mr. Bledsoe," he announced. "Should be in here toward the middle of the afternoon."

The manager beamed. "Fine! When it shows up, have it spotted where we can get to it, and call me, will you?"

"Spotted nothing! There's not room in this town to even set out a car, much less spot one."

"Not room!"

"Take a look out there." Smitty pointed through the window where a drizzling spring rain slanted from leaden skies over three short storage tracks full to the switches. "Those three tracks were built to hold ninety cars. There's ninety-seven in them right now. We couldn't put in *one* more, much less seven."

"Listen, agent!" Bledsoe was serious now. "I've got an oil well coming in tonight. I've got to have stuff to take care of it. If you can't spot those cars in your house tracks, then spot them on the main line or the passing track."

"The Interstate Commerce Commis-

sion would not permit that stunt, sir."

"Then move out other cars and make room for my stuff where I can get at it, tonight."

"Mister," said Smitty, "there's not a car in them tracks I can move out. Number three has thirty-two oil cans for the Texas Company. They won't get out of here until the branchline local this afternoon, but they have to go on it. The house track is full of merchandise and oil-well supplies for other people. The consignees are not rushing to unload it, but that does not authorize me to cart it out of town."

Bledsoe was listening impatiently.

"The team track," Smitty continued, "has sixteen cars of supplies for those new Continental Fuels wells. They've been howling their heads off because the stuff wasn't here yesterday, but so far they've not turned a hand toward getting it out of the cars. The best I can do for you is to let the extra take your stuff into Bigtown and backhaul it sometime tonight."

THE LOCAL manager called Mr. Scheeley. Big Jim telephoned the superintendent; and Mr. Gardner, in turn, called Smitty.

"Will you please explain, Mr. Blancett, why you can't take care of that Scheeley shipment?" the super demanded caustically.

Smitty explained in detail, enumerating from his switch lists the ninety-seven cars he had on his tracks.

"But," Mr. Gardner cut in, "there must be *some* way this important shipment can be handled."

"We might shove some cars into the Arkansas River," Smitty grinned.

"Don't be funny, young man," the super reproved. "This is a serious matter. If I recall correctly, you were instrumental in losing us this Scheeley business in the first place. You should help us to regain it."

"Mr. Gardner, there are only two ways to unload this stuff this afternoon. The first one is to set it out on the passing track."

"Out of the question, sir."

"The other is to let the extra switch out seven cars of some other shipper's stuff and haul it to Bigtown."

"That, too, is out of the question, Blancett. We can't afford to risk offending our other customers."

"Then it looks like the Scheeley shipment goes to Bigtown and comes back after the branch-line local takes out these Texas tanks."

"That delay may cost our company thousands in badly-needed revenue."

"Perhaps you can think of a way."

"That, Mr. Blancett is *your* problem. I expect you to solve it. Good-bye!"

Smitty was unhappy. He had been in disgrace ever since he offended the big shipper. Everybody from general manager to gandy dancers had blamed him because Jim Scheeley quit shipping over the Stony Island. If he failed now, they'd swear he did so purposely to spite Scheeley. In that case, he might as well pack his suitcase and start walking. But Smitty was not one to take "no" for an answer.

He got busy trying to make room in his yards for seven cars. First he called up the Texas people and tried to talk them into accepting twenty-five tanks instead of thirty-two. But they needed thirty-two tanks, not twenty-five. If the Stony Island would not deliver them, they'd find another railroad which would.

He next called Continental Fuels and urged them to unload their cars on the team track before 2:30 p.m. The manager curtly said there was no particular rush. They had a whole day before demurrage started, and they'd unload the stuff when he needed it and not before.

Smitty went over the other stuff car by car. There were two merchandise cars he could unload before 2:30 if he had help. One held cottonseed meal which the consignee would not unload until Monday. Smitty might send it and the empties to Bigtown if the brass collars would let him; but even that would not help much. He needed space for seven cars.

SHORTLY before noon it became apparent that, barring delay, Extra 962 with the Scheeley shipment would take siding at Mud Creek for Number 5, the westbound local passenger.

Smitty called the dispatcher. After explaining the situation, he asked that he be authorized to hold the extra in the passing track while the Scheeley people unloaded their seven cars.

"Nothing doing!" DS retorted. "The crew in charge of that extra doubled out of West End, and they're on short time against the hog law. Unless they come in here ahead of Number Six I'll have to send out another crew to bring them in. If they fool around Mud Creek unloading oil-well pipe they'd never make it in."

It was 1:05 when Smitty hung up. Determined to pass the buck to somebody else, he decided to go over the dispatcher's head with it. He called the superintendent's office. The chief clerk was out to lunch and Superintendent Gardner had gone, nobody seemed to know where.

Smitty listened in on the wire. Billings, twenty miles west, put the extra through at 1:15. Judging from the time they had made coming over, they should be in the clear at Mud Creek by 2:15; and Number 5 was not due there until 2:40, with twenty-five minutes to wait in siding.

The harassed agent then called the Scheeley manager. "Can you drop down to the station a minute? I've figured a way to get that stuff of yours unloaded if you can do a hurry-up job."

"I'm on my way," the manager said. "We need that stuff real bad."

Five minutes later Mr. Bledsoe entered the office, with water streaming off his yellow slicker.

"What you got on your chest?"

"Mr. Bledsoe, how long would it take to unload those seven cars of pipe?"

"Depends on how many men I use."

"Can you rake up enough men to do it in fifteen minutes, or twenty?"

"That's mighty short time, kid, but I'll manage."

Smitty explained: "The extra will come here for Number Five. They've got to take water and they'll be sitting out cars. They can't go to Eastland in the face of the passenger train. If they do come here they'll be in the passing track about twenty-five minutes. Now, suppose I let you start the job. You'd have to finish in that time, because if you don't—"

"Boy, you get your freight train in this village where we can get to them cars, and I'll have a gang of fast workin' black boys that'll make you think a cyclone's gone through it."

SMITTY didn't breathe a word to the dispatcher concerning his intentions. He knew that worthy would not only refuse his consent but would positively order him not to try it. He did drop a hint to the train crew.

Engineer Reynolds of the extra was a friend of Smitty's. The operator knew he could depend on him for full cooperation. In order to make sure the hogger did not kill time coming over, he wired him at Gravens:

If you are making Mud Creek for Number Five, get in the clear as quickly as possible. Stop seven Mud Creek cars east of east team track switch. Will explain later. Smitty.

Having made the arrangement and authorized Bledsoe to gather his crew

of laborers, the agent was scared grinless. It seemed incredible that seven cars could possibly be unloaded in less than a half hour. If they failed to make it and held up the extra—Smitty hated to think about it.

When the freight came into Gravens, he asked the dispatcher for a few minutes off. Jumping into his slicker, he raced down through the rain to open the passing track switch.

Although engineer Reynolds had not the slightest idea why the agent had sent him a message, he thought there must be a good reason. So he came down on the switch like he was going to a fire. Smitty already had it open and was giving him the come-on. As they rumbled through, the operator caught the steps and dashed excitedly into the cab.

"For Heaven's sake!" Smitty cried, "hurry up and get in the clear, and spot them seven cars of pipe down there by the team track."

"What's eatin' on you, anyhow?" growled the hogger.

Smitty explained briefly.

"You mean to tell me you're gonna unload seven cars while we're waitin' for the varnish!"

"We'll *try*," Smitty said.

Reynolds stopped the train at the operator's direction. Bledsoe was there with all the black men in Mud Creek. When the wheels stopped turning, they swarmed over the cars, shouting, laughing, and singing in the rain. Some fixed up skids to run the pipe down to the ground. Others pried out the stakes and tore the binder wires off of them.

By the time the brakeman had the engine cut off and running to the tank for water, the laborers were methodically skidding those thirty-foot lengths of pipe down to the cinders and piling them in neat ricks alongside the tracks.

As Smitty watched the boys hustling those pipes and heard them singing, joking, and shouting, his confidence returned. He trotted back to his post. Minutes ticked by. The freight engine took water and came back on the train.

The high ricks of pipe melted like snow beneath a forest fire; the piles on the ground rose higher. Smitty had been praying that Number 5 might be late this afternoon; but when the job was three-fourths done, a smudge of black appeared on the skyline to the east. The train was coming in "right on the advertised."

A few minutes before she was due, the freight conductor blustered into the office. He explained in words of one syllable that he was on short time against the hog law. He expressed his opinion of a "damn fool operator" who'd try to unload a train while it was pulling through a passing track, and swore that if he was delayed somebody would get fired for it.

NUMBER 5 whistled for a milepost at 2:37. Smitty glanced anxiously through his window. There was still a low pile of pipe on each car. But when a couple of minutes later the passenger train rolled past the station, the last lengths were going into the piles along the track and the men were walking away from the empty flatcars.

While Smitty was signing his express receipts, Superintendent Gardner and Big Jim Scheeley ran down to the place where he was working. Both were excited and out of breath.

"Did you arrange to set out those seven cars here, Blancett?" the super bellowed.

"No, sir," Smitty replied quietly. "I didn't have any place to set them."

"Then hold that train!" Yelled Scheeley. "Stop it, I say! We must take that pipe off here this afternoon."

"Don't get excited, Mr. Scheeley," soothed the agent. "I have already attended to it. Your pipe is unloaded."

Scheeley was astounded.

"*Unloaded!* I thought you said—"

Briefly, Smitty explained that he had arranged to have the cars emptied while the train waited in the siding.

"It appeared to be the only way whereby we could handle the matter without delaying the shipment, gentlemen," he concluded.

The superintendent and the oil head looked at each other in amazement. Then Mr. Gardner burst out laughing. He slapped Smitty's shoulders with a wet, heavy hand and said proudly:

"Now, that's what I call commendable service young man. You get fifteen merit marks on your personal record for ingenuity in thinking up this little plan to protect our patron's interests."

"And," said Big Jim sheepishly, "I'll see that Stony Island gets its share of my oil business hereafter."

Smitty wiped the sweat off his brow as he watched the fleecy smoke plume of the vanishing passenger fade into the leaden sky and murmured to himself, "Don't take no for an answer." ●

HOBBY CLUB

conducted by Sy Reich

ROGER W. PHILLIPS of Portland, Ore., has been elected president of the Pacific Northwest Chapter of NRHS. Evidently the chapter is badly in need of a live-wire public relations man, because the announcement sent to us said nothing at all about Roger's personality, his special interests, his contributions to railfan hobbies, his occupation, his home address, or even what he looks like. Such facts would have made the news item a lot more readable.

William Moedinger, president of Strasburg R.R. and one of our *Interesting Railfans,* recently bought a former Pennsy 94-ton, 4-bedroom, luxury business car from Penn Central for $9,100. It was originally built for Pennsy Vice President Appleton. Bill is a former Pullman conductor. His wife also has her eye on the car. "It would make a great place to entertain my bridge club," she says, looking around the compact dining room.

Todd Harris, 16, Noank, Conn., has gone one step beyond most teen-agers. Todd is the proprietor of a rail model shop called "Road-n-Rail" in Mystic, Conn. Todd is taking a business course at Fitch Senior High School.

A new organization, The Milwaukee Road Railfans Assn., is being formed and is seeking more members. Contact Jack Ellis, 340 W. 8th Ave., Marion, Iowa, 52302.

It now seems certain that John Henry, one of America's legendary folklore heroes, will at last be honored by an 8-foot bronze statue resting on an 8-foot base in an area known as John Henry Park in Hillsdale, W. Va. The site is near the Big Bend tunnel, where John Henry is believed to have labored. Visitors who look straight down from the edge of the park will be able to see Chesapeake & Ohio trains snaking along the placid Greenbrier before disappearing into the tunnel. Contributions to this memorial are being accepted by Ross Evans, treasurer of John Henry Park, Box 26, Talcott, W. Va. 24981. Ross is a retired C&O Pullman porter; he did more than anyone else to make this project possible.

National Railroad of Bolivia, Shay No. 508, (ex-No. 2) at 12,400-foot central depot, La Paz, Bolivia, May 5, 1970. The 2-truck Shay was Lima-built in 1910.
Photograph by Gary G. Allen, 215½ E. Palmer Ave., Glendale, Calif. 91205

Recent issue of *Old Fort News*, published quarterly by Allen County-Fort Wayne (Ind.) Historical Society, has an interesting story on the Altoona of the West, Fort Wayne, entitled "Builders for Lines West," by Walter B. Sassmannshausen, Jr. For about 40 years after the Civil War, this Hoosier city ranked high as a railroad center. The story depicts the glory years and the pride of craftsmanship of "Built in Fort Wayne." This also was high tide for the Pittsburgh, Fort Wayne & Chicago Railroad. The publication can be had for $1.50 from the Society, 1424 W. Jefferson Street, Fort Wayne, Ind.

I'd like to locate *Moody's* or *Poor's Manuals*, 1920-'30 era, the period when my dad took many photos. I have black-and-white, 8x10 prints to order from a 35,000 negative collection of U.S. and Canadian rail subjects.—Richard M. Hanschka, 81 Kenwood Circle, Bloomfield, Conn. 06002.

A friend of mine has restored a narrow-gage steam loco, for which I seek information on her history. The engine is an 0-4-2TB, 3-foot gage, No. 513, built in 1882 by H. K. Porter Co. She worked on the Dayton, Sutro & Carson Valley Line in Nevada from 1882 to 1896, apparently with the Lyon Mill & Mining Co., where she was known as the "Joe Douglass" or "Old Joe." In about 1910 she appeared in the Lake Arrowhead region of California. Possibly in the intervening years she was used by a Towle Bros. Lumber Co., either in California or Nevada. I would pay for any pix, plans, documents, or other material pertaining to this engine and her history; also information on the Dayton area during 1880-1910, and on any suggested resources which could provide the desired material.—Richard E. Netherwood, 2795 Sleepy Hollow Court, Placerville, Calif. 95667.

Stone Mountain Scenic R.R. at Atlanta, Ga., recently had its two-millionth passenger. All the riders would fill 25,641 coaches, averaging 78 to a car. Since the road began operation in 1962, its trains have logged 110,000 miles on the five-mile track.

Grover T. O'Dell, Union Pacific towerman at East Portland, Ore., recently published a selection of over 60 poems in a 62-page paperback entitled *Reflections*. This verse reflects the variety of his 36-year boomer career. O'Dell has worked as a clerk, telegrapher, agent-operator, and dispatcher on many roads, including the Santa Fe, SP, Katy, GN, D&RGW and now UP.

Sellout crowds of almost 600 each day enjoyed the 10th annual Autumn Leaf Specials operated by the Old Dominion Chapter, NRHS, last fall. The trains ran via Chesapeake & Ohio from Newport News and Richmond to Clifton Forge, Va., going west via the James River line and returning via Charlottesville.

Due partly to the nice review that *Railroad Magazine* gave our latest *Colorado Rail Annual*, this book is selling so well that it may soon go into a second printing. Changing the subject, my son has completed a history of the Cincinnati, Lebanon & Northern, a one-time narrow-gage that became part of the Pennsy, and we'll publish it before long. We need photos, particularly of any Pennsy engines numbered 9110-9132 inclusive—the numbers given to the old CL&N engines in 1920. Who can supply such photos?—Cornelius W. Hauck, 8400 Summerhouse Rd., Cincinnati, Ohio 45243.

Photograph by Jerrold F. Hilton, 17775 Royalcrest Drive, Brookfield, Wis. 53005

The trappings of steam are still evident along the Burlington Northern. In Bemidji, Minnesota, the "armstrong" turntable is still in use, outside the old Northern Pacific roundhouse. The obsolete wooden water tower is a reminder of other days.

PASSENGER TRAIN SURVEY

Passenger traffic was heavy that July '70 day when six units brought twenty or so cars of the Union Pacific's combined *City of Denver, City of Portland, City of Los Angeles,* and *City of San Francisco* into North Platte. So many trains represented!
Jim C. Seacrest, 2101 Birchwood Rd., North Platte, Neb. 69101

PUTTING Amtrak passenger trains "in the hole" to let freights go by is an intolerable situation, according to Anthony Haswell, chairman of the National Association of Railroad Passengers. In testifying before the House Committee on Interstate and Foreign Commerce, he urged Congress to enact legislation to forbid this practice.

Haswell pointed out at the hearing that only four of Amtrak's 23 "basic system" routes can show an on-time performance of better than 85 percent. Sixteen are below 70 percent, ten below 60 percent, six below 50 percent. The proposed legislation would reduce the number of delays. By Haswell's reckoning, a train is considered to be on time if it arrives not later than six minutes behind schedule.

NARP is supporting Amtrak's request for an additional, much-needed $170 million of Federal funds and has asked Congress to extend from July '73 to July '75 the time during which Amtrack must operate its "basic system." Haswell also revealed data indicating that Amtrak's long-distance trains are not as financially hopeless as is sometimes assumed.

"While the only route that makes money is New York-Washington," he said, "the long-distance routes over 500 miles generally are not as unprofitable as the shorter routes, compared on the basis of percentage of expenses covered by revenues."

Haswell is convinced, he says, from evidence submitted to the Senate Commerce Committee, that "the wealthy Western railroads are determined to sabotage Amtrak. I would like to know what Amtrak intends to do about it." Part of his evidence is this report of a trip he made:

The Gulf, Mobile & Ohio's red-painted Number 2 was the first passenger train under Amtrak to arrive at Bloomington, Illinois, from St. Louis, last May Day.
Roger A. Holmes, P.O. Box 124, Hudson, Illinois 61748

On Wednesday, October 13th, I departed from Omaha, Nebraska, on Amtrak train 1-101, arriving in Oakland on Friday, October 15.

The train left Omaha about on time. There were five extra cars of people

heading for a Corning Fiberglass convention. Sometime during the night, the train was delayed on account of "problems" with a freight train ahead of it. Running well over two hours late as it approached Denver, our train was deliberately side-tracked for an eastbound freight at Irondale, Colorado, which caused another 15-20 minutes delay.

Once on the Union Pacific, a little time was made up; however, the train was still about two hours late at Green River, Wyoming. At that point, the following train order was issued: "Arrange your run to not arrive Ogden before ten forty-five 10:45 PM."

This order had the effect of prohibiting the train from making up any more time while on the UP, even though, according to crew members, an hour could have been made up had the order not been issued. Before we left Green River, a westbound freight pulled out ahead of us.

Despite this deliberate action to downgrade service by keeping the train running late, information submitted to the Senate Commerce Committee indicates that UP claims a 100 percent on-time record for the period including October 14th! Presumably this comes about because the UP *made schedule* once it accepted the train in Denver. However, it certainly distorts the actual facts of UP's performance.

About a half-hour more was lost on the Southern Pacific— primarily, I am told, on account of problems with the locomotive upon leaving Ogden. On approaching Oakland, there were two sudden unscheduled stops, perhaps also due to locomotive troubles. I understand that on May 1, 1971, a number of Western railroads, including UP and SP, withdrew from their passenger service the modern FP-45 diesels they previously had been using, put them into freight service, and replaced them with older, more expensive, more pollutant, and less dependable units for the benefit of Amtrak. The UP engine out of Denver was smoking like a house afire. So far as I know, Amtrak has accepted this railroad maneuver without protest.

One of the "*Cannonball* kittens" chats with passenger on the *Autumn Leaves Cannonball*, that ran over the Clinchfield between Spartansburg, S.C., and Erwin, Tenn., pulled by Clinchfield 4-6-0 No. 1 and four EMD diesel units, last Oct. 23rd.

William T. Morgan, P.O. Box 6863, Ft. Myers, Fla. 33900

NARP is a non-profit consumer group with 6400 members, headquartered at 417 New Jersey Ave., S.E., Washington, D.C. 20003.

OPPOSING an increase in Amtrak's present subsidy, Undersecretary James M. Beggs of the Department of Transportation calls for a two-year experiment period "to determine whether there is a true place for rail passenger service in a modern national transportation system." An editorial in *The New York Times* replies:

This is the wrong approach because it asks the wrong question. Passengers cannot give evidence of their desire to go by train until fast and comfortable trains, operating on convenient schedules, are actually available. In those all-too-rare instances where the opportunities have been provided, as, for example, on the *Metroliner* run, the customers have already given Mr. Beggs an affirmative answer to the question he still wants to investigate. . . .

Whatever legitimate disagreement there may be over the size and timing of the Federal investment in Amtrak, the absolute prerequisite for a network of high-speed passenger trains is a firm commitment to the future of passenger transportation. The Department of Transportation must not allow Amtrak to hoodwink a hopeful public into expecting a revival of passenger rail service while the real game is the phasing out of such service.

AMTRAK's approach to solving the railway passenger train problem in the United States most likely is doomed to fail, says Ernest Marples, the British Administer of Transportation, who put his country's passenger train service in the black a few years ago.

Marples wiped out the deficit of the passenger trains and generally improved the service, eliminating a number of trains in the process.

"But I don't believe I could have done the job if Britain's railways hadn't tackled it," he says.

Richard Marsh, chief of the nationalized British Rail system, landed in New York the other day to tell U.S. Senators about Britain's "magic bullet" train. This train is designed to be operated at speeds up to 250 miles an hour on existing tracks, and eventually at speeds of 350 m.p.h. The first prototype, a 125 m.p.h. train, is scheduled to go into service next year.

SOUTHERN PACIFIC'S *Coast Daylight* was renumbered from 98-99 to 12-13, effective last November 14th, reports Jeff S. Asay of Sherman Oaks, Calif. The *Daylight* had run continuously under its former number since May 13, 1936. Besides losing their old numbers, these trains are no longer listed in the employes' timetables by their romantic name but only as "Passenger." Some time ago SP operated its famed *Del Monte Limited* as train numbered 12 and 13.

TRAIN-RIDING lawyer Philip Davis is suing a railroad that made him stand up. He did the same thing 36 years ago—and won. The 63-year-old Davis' latest suit is against the Penn Central, which he alleges in a New York civil suit made him stand all the way from Grand Central Terminal to White Plains last Aug. 10th. He is seeking $11.80, which includes $1.80 for his fare and $10 for his trouble.

The stakes were higher in 1936, when Davis sued the New York Central for making him stand up all the way from Albany to New York. He originally sued for a refund of his $2.80 fare and $43.20 for his inconvenience, but by the time the case got to the court of appeals, which ruled in his favor, court costs had run it up to $233, which the railroad had to pay.

Amtrak Passenger Cars

BERT PENNYPACKER, one of our authors, takes issue with the statement made in our December issue that Amtrak is catering to the roads east of Chicago in its disposal of 1,200 passenger cars, and here are his reasons: "All cars were acquired on the basis of their condition, and all-stainless steel cars got top priority because they are practically deterioration-free and in the best condition. Western roads, especially the Santa Fe, owned more stainless-steel cars. Secondly, a look at the Amtrak timetable will show that the bulk of the remaining passenger service is east of Chicago; so it stands to reason that, wherever Amtrak got its equipment, the bulk of said equipment must be used in the East.

"Also, the 12 *Metroliner* cars you mentioned were built originally for SEPTA-sponsored Philadelphia-Harrisburg runs, but purchase money problems and mechanical bugs combined to negate this service, which is still provided by Budd Silverliner MU cars. Whether or not the Amtrak acceptance of these ex-to-be-SEPTA cars means they will at last run to Harrisburg, I don't know"

Incidentally, domed passenger cars that have made their last scheduled runs over American tracks soon may go into service in Mexico. That country hopes to buy 600 passenger rail cars from Amtrak at bargain prices of $10,000 each, saving $36 million on its budget for renovation of equipment.

"Last fall," writes photographer Henry Dutch, P.O. Box 5563, Cleveland, Ohio 44101, "I visited the Santa Fe yards at Marcelline, Mo. The area must be at least 12 tracks wide by perhaps a mile and a half long, with the mainline on one side. The dozen storage tracks hold perhaps 100 stainless-steel and aluminum passenger cars: sleepers, lounge-sleepers, lunch-counter diners, diners, buffet cars, etc., all parked in disarray.

"There are also many head-end baggage and express cars, all stainless steel or aluminum. Possibly 60 percent of all windows are broken, sleepers' nameplates apparently have been stolen, and interiors of diners and buffet cars have been stripped carelessly and destroyed. Electrical and kitchen equipment have been ripped out violently. Beautiful furnishings have been demolished. The cars have not even been cannibalized for parts nor are they locked or protected in any way. At the time I was there, on a week-end, I did not see a single employee in the area. Such a sight is a national disgrace."

Graveyards of locomotives or cars are so depressing that we rarely use photos of them in this magazine.

News From Canada

INTEGRATED passenger-train service in operation by next fall is the aim of the Canadian Transport Commission. Long before that time, it expects to take up the matter with the Canadian National, the Canadian Pacific, and the public to ascertain the best method of making this drastic change. But in outlining integration proposals, the commission said for the first time it is willing to consider job security costs as legitimate expenses in the railways' claim for subsidies.

A direct daily passenger train service between Windsor, Toronto, and Montreal on the Canadian National became effective last Oct. 31st. The new service was created by consolidating the Toronto-Montreal *Rapido* service and Windsor-Toronto services. It eliminates a change of trains at Toronto for through passengers.

In sending us this news, Colwyn Beynon, 74 W. 27th St., Hamilton, Ont., comments: "It is a real treat to travel on a road that is thinking ahead—the rail passenger service that is at last competing with the big airlines."

Excerpt from a Canadian National ad in the Halifax *Chronicle-Herald*: "Remember, when you were young, trains were very special things and took you to very special places. Now it's your children's turn to discover the friendly, fascinating world of CN trains. Take yours on one. Soon."

CN train 122-123 made its final run last Oct. 30th between Campbelton and Montreal, pulled by No. 6780, an MPA-18B built by Montreal Locomotive Works in 1959, reports Raymond Morrissette, 836 Nouvelle Orleans, Ste. Foy, Que., 10, P.Q., Canada.

Ted Keer, Rail Photo Service, 125 Kennedy Memorial Dr., Waterville, Maine 04901

Canadian National light Pacific No. 5567 arrives at Belleville, Ontario, Montreal-bound, on a summer day in 1940.

INFORMATION BOOTH

ASK BARBARA: Railroad questions are answered here—as many as space permits. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017. No questions will be answered by mail or telephone.

1 ***Which American railroad uses the most computers?***

Penn Central. According to a recent survey by the Association of American Railroads, it has 28 of the 250 currently in use. Other large users are Burlington Northern, Canadian National, C&O/B&O, and Southern Pacific.

2 ***Where are national headquarters of Railway and Locomotive Historical Society, National Railway Historical Society, and American Short Line Railroad Association?***

R&LHS, Kresge Hall, Harvard Business School, Boston, Mass. 02163; the NRHS, 626 Park Ave., Collingswood, N.J. 08108, and AMSLRA, 2000 Massachusetts Ave., N.W., Washington, D.C.

3 ***What do flags on the front of locomotives indicate?***

Two green flags mean running in sections. Two white flags designate an extra train.

4 ***What happened to the former New Haven passenger electric locos EP-5 when Penn Central took over?***

New Haven 371-377, 379 were renumbered PC 4970-4977 and reclassified from EP-5 to E-40. These units reportedly are still being used on Penn Central, Metropolitan Region.

5 ***What was the tractive force of a Union Pacific "Big Boy?"***

The last series, 4020-4024, built by Alco, had 135,375 lbs. t.f. The only articulated locomotives with a larger tractive force were the 2-8-8-4 228-237 series with 140,000 t.f. built by Baldwin for the Duluth, Missabe & Iron Range.

6 ***Tell me about the Cadiz Railroad in Kentucky.***

Opened in 1901 with one locomotive and a combination coach, it runs between Cadiz and Gracey. Passenger traffic on the Cadiz peaked in the 1920's. Freight business continued to grow; at one time in the 1930's the line hauled 65,000 pounds of Trigg County's most famous product, smoked country ham. The Cadiz has used six steam locomotives. In 1954 it switched to diesel power, one of the last short lines in the country to do so.

7 ***What is meant by Class I and Class II railroads?***

Interstate Commerce Commission designated Class I roads as those with operating revenues of $5,000,000 or more, and all others as Class II.

8 ***When was a railroad snowplow first used in the U.S.?***

In about 1826, on the Granite Railway of Quincy, Mass., drawn along the rails by horses. The first successful snowplow was not built until 1836, for the Utica & Schenectady Railroad in New York. Then in the 1880's huge rotary snowplows weighing as much as 50 tons each were introduced. Sometimes several locomotives were coupled together to drive one of them. Modern rotary plows, embodying many improvements over earlier models, are now in use.

9 ***What proportion of U.S. troops and military supplies going overland were moved by rail during World War II?***

More than 97 percent of all troops, more than 90 percent of all Army equipment and supplies, and about 90 percent of all Navy material.

10 ***When was Standard Time adopted?***

On November 18, 1883, nearly 100 "local times" observed by various U.S. railroads were abolished. Railway clocks and watches throughout the country were set on Standard Time, or four standards of time (Eastern, Central, Mountain, and Pacific), each one hour apart. The system, which soon came into general use, was sponsored and put into effect by the General Time Convention of Railway Managers, a predecessor organization of the Association of American Railroads.

11 ***Give me the words of an old poem, "The Dying Hobo."***

Okay, here it is. We don't know who wrote this doggerel, but whoever did obviously pilfered part of it from "The Big Rock Candy Mountains," which "Haywire Mac" (Harry K. McClintock) wrote many years ago.

Beside a Western water tank, one cold November day,
Sheltered by a boxcar, a dying hobo lay.
His partner sat beside him, slowly stroked his head
And listened to the last words the dying hobo said:
"I'm going to a better land, where everything is bright,
Where handouts grow on bushes and you sleep out every night,
Where you never have to work, nor even change your socks,
And little streams of whiskey come trickling down the rocks.
I'm going to a land where no cops can ride a drag,
Nor cheap dicks shake you down and take away your swag;
Where everything is lovely, the nights are two months long,
And no one tries to gyp you and no one does you wrong.
Just tell my girl in Denver that her face no more I'll view;
I'll hop a fast freight and ride it right straight on through."
His eyes grew dim, his head fell back; he'd sung his last refrain.
His partner swiped his coat and pants and caught an eastbound train.

12 ***A short history, please, of the Montour Railroad.***

Incorporated in January, 1913, in Pennsylvania, it is a consolidation of an older company of the same name with the North Star & Mifflin and the Pittsburgh & Moon Run. In 1917, Lewis Run Ry. also was merged into it. The Montour was controlled for many years by the Pittsburgh & Lake Erie and the Pennsy.

13 ***What happened to Pennsy's S-2 6-8-6 steam turbine 6200?***

The road's diesel-minded management gave her only three years. Built in 1946, she was scrapped in 1949.

14 ***What was the Shakopee combination locomotive and coach?***

This type of power was fairly common in light density passenger traffic areas in the 1860's and '70's. As the capacity of the original combination was insufficient, an attempt was made to increase the capacity by adding a coach. However, the original tractive power was inadequate to pull extra coaches, so this type disappeared.

15 ***Can you give me the basic mathematics for computing tractive effort of both Alco and Baldwin compound Mallets?***

Yes, we could, but the formula is much too long and involved to print here. The proper formula for Mallets has long been a subject of discussion, as those used by Baldwin Locomotive Works, the American Locomotive Co., and the ICC differed. The committee on Locomotive Design and Construction of

the American Railway Association submitted a report in 1924 which included the following: "The formula now in general use for the simple locomotive gives only an approximation of the actual tractive force of such a locomotive, because simple locomotives vary in maximum cutoff, back pressure, internal friction, etc. For the same reasons, any formula adopted for determining the tractive power of Mallet locomotives only will give an approximation of the actual tractive force."

16 ***(a) Does the Gulf, Mobile & Ohio still have passenger service? (b) Is it planning to abandon any trackage?***

(a) Under Amtrak, the road still runs passenger trains between Chicago and St. Louis via Bloomington and Springfield, Ill. (b) No current word from ICC on contemplated GM&O abandonments.

17 ***Tell me about train-ferry Tacoma.***

This ferry boat, 338 feet long, was built in New York City, then disassembled into 57,159 parts and transported on another ship to Portland, Ore. There she was reassembled and launched on May 17, 1883. For years she carried Northern Pacific trains across the Columbia River.

Running Extra

Our description of the Boxpok driving wheel drew this comment from *Railroad* author Bert Pennypacker, 4307 Palmetto St., Philadelphia, Pa. 19124: "Your explanation of greater strength is only half the story. These drivers permitted perfect dynamics in cross-balancing and counter-balancing to provide for a smooth ride and lessen rail pounding. For this very purpose, many older locomotives were rebuilt with Boxpok main driving wheels only. Somewhat similar wheels also were made by Baldwin and Scullin, the former having a metal lip edging around the openings and the latter with very small round holes. Both types were often mistaken for the more famous Boxpok."

Your November department mentioned Hot Hole cars. About five years ago the Lehigh Valley moved some of those cars from Easton, Pa., to Bethlehem Steel Co. in Lackawanna, N.Y. They had double trucks and were very heavy; an Easton car company built them.—John N. Weaver, 215 Pleasant St., Athens, Pa. 18810.

With reference to McKeen cars (Sept. '71 issue), I can furnish b&w photos and color prints of them copied from my collection. Most of the McKeen's I have were on the Harriman Lines (UP, SP, etc.). I also have some from IC, Jamestown, Chautauqua & Lake Erie, and the Central New York Southern. The last mentioned was later electrified. —Charles Cox, 2161 Brandt Drive, San Bernardino, Calif. 92405.

Wanted: data on Pennsy's luxury coach train *Jeffersonian* that ran between New York and St. Louis, including average number of cars during the train's peak years.—Larry Adams, 206 Price Ave., Narberth, Pa. 19072.

F.J. Stoner's inquiry in Dec. '71 issue regarding Lackawanna coach 573 evoked this letter from John N. Bissell, Erie Lackawanna agent, Railroad Ave., Washington, N.J. 07882: "From the information given, this car appears to be a non-electric suburban (Boonton branch) coach. These coaches were numbered in the 400, 500, and 600 series. The 400's were combines, the 500 and 600 series all coach. This equipment is about 50 years old, 85 feet long. Coaches of this series were in use up to around last May. They were then replaced by New Jersey Department of Transportation push-pull equipment."

The query by Phillippe Myers on "The Sole Leather Line" prompted John Bissell to write: "These cars are owned by the Wellsville, Addison & Galeton Railroad headquartered at Galeton, Pa. This is a 68.5-mile line extending between Wellsville, N.Y., and Elkland, Pa., with an 8.5-mile branch from Gaines Jct. to Ansonia, Pa. WAG interchanges with the Erie Lackawanna at Wellsville and Penn Central at Ansonia, and possibly with Coudersport & Port Allegany."

Years ago, I read in some magazine that a Russian czar had $150 million invested in the Pennsy Railroad; was that true?—Joseph Dobeck, 203 Boden Ave., Carnegie, Pa. 15106.

Query from J. Benjamin Lee, 211 Bennett St., Wadesboro, N.C. 28170: "What company makes blue-and-white striped overall jackets (not coveralls)? He also writes: "A recent *Information Booth* item dealt with the longest sleeper route in the U.S. Beginning in October, 1970, it was the New York-San Francisco 10 roomette and 6-double-bedroom sleeper carried by the *Southern Crescent*, the *Sunset* and the *Coast Daylight* on the Southern, Penn Central, and Southern Pacific. The car was billed as New York-Los Angeles, but ran through to San Francisco as a parlor car on the *Coast Daylight*. It still runs tri-weekly New York-Los Angeles. The New York-San Francisco mileage, incidentally, was 3883.4."

Someone asked how many railroads the U.S. has. There are about 410 common carriers, including Mexican and Canadian roads with track in our country.—Larry Kuttner, 350 Lafayette St.,

Regarding a November item on the Colusa & Lake in Calif., the line was incorporated in 1885 as Colusa Railroad Co. and built 10 miles of 3-foot-gage track from Colusa due west to Colusa Jct. on Northern Railway (Southern Pacific). In 1886, the name was changed to Colusa & Lake. Construction was pushed 12 miles west and north on the first leg of planned extension to Lower Lake, a town on Clear Lake. Never able to raise enough money to finance construction over the Coast Range Mts., the road was finally abandoned in 1915.—Robert L. Johnson, 343 Florimond Dr., Colusa, Calif. 95932.

Information wanted on a list of books or periodicals where railroad poems have been published.—Nicholas A. Page, Chicago Theological Seminary, 5751 S. Woodlawn, Chicago, Ill. 60637.

I'll try to fill in loopholes on the question recently raised by a reader about the Chicago, Aurora & Elgin. In the early 1900's a magnate named Samuel Insull built the Chicago North Shore & Milwaukee, the Chicago South Shore & South Bend, and the CA&E. All went well until the man who had loaned him the money foreclosed, and the CA&E was sold. The line remained in good condition until it was acquired by a Kansas real estate man, who stopped operations in 1958. A reopening move was turned down by a voters' referendum the following year.

The Elgin, Joliet & Eastern was commissioned to tear up all rail west of the Illinois Central, Chicago & North Western, and the CA&E interchange at Elmhurst to Wheaton, and branch lines to Aurora and Elgin. Of all the equipment stored at Wheaton, two or three passenger cars were sold to the Union R.R. Museum and one to an Ohio museum. The rest were burned or scrapped.—Don Schwarz, Villa Park, Ill. 60181. ●

Abandonments (Oct. List)

Penn Central (Philadelphia, Baltimore & Washington Rail Road)—2.6 miles, Macksville branch, south of West Terre Haute, Ind.; Penn Central (The Connecting Railway Co.), 3.4 miles, Strasburg branch, Dover to Parral, Ohio; Penn Central (Pittsburgh, Ft. Wayne & Chicago Railroad): 1.4 miles, Commercial Ave. to 99th St., Chicago, Ill.; Penn Central (Pennsylvania & Atlantic Rail Road); 9.7 miles, Kinkora branch, Kinkora to Lewis, N.J.

Chesapeake & Ohio—3.0 miles, Hetzel to Ethel, W. Va.; 2.04 miles, Mallory to Huffsville, W. Va.

Baltimore & Ohio—1.8 miles, Pratt Street branch, Baltimore, Md.; 20.24 miles, Subula to Medix Run, Pa.

Western Maryland—3.05 miles, Chiefton to Ida May, W. Va.

Skaneatles Short Line—2 miles, Skaneatles to Mottville, N.Y.

Burlington Northern—5.26 miles, Farragut to Riverton, Iowa.

Northwestern Pacific—7.549 miles, Detour to Sausalito, Calif.

Lehigh Valley—1.370 miles, Duplan Silk Mill branch, Hazelton, Pa.

Denver & Rio Grande Western—7.09 miles, Provo to Orem, Utah.

Total abandonments authorized by Interstate Commerce Commission for last October, 48.219 miles. ●

WAG units 2200 and 2300 doublehead across the Genesee River to Wellsville, N.Y., with the once-a-week local en route to Galeton, Pa. Besides the pair of engines, the consist includes 11 cars and an ex-Erie Lackawanna caboose. (The photographer expects to publish a WAG photo-history book this winter.)

Edward Lewis, gen. mgr. of the Arcade & Attica, 14 E. Main St., Arcada, N.Y. 14009

THE EDITOR'S WAYBILL

by Freeman Hubbard

WE WELCOME letters from readers. It is important for us to know how you feel about the magazine. We need a continual flow of comments, criticisms, and suggestions. But please keep them short. The shorter the better. An ideal length is one or two brief paragraphs.

The only person who works with me in our editorial office is associate editor Gorton T. H. Wilbur, who is also a resident vice president and director of the Railway & Locomotive Historical Society, Inc. He and I alone carry the kind of load that on *Trains* magazine in Milwaukee is shared by a fairly large staff. *Railroad* has no assistant editor, no art director, no secretary or filing clerk. But we are not complaining. We enjoy the work and are proud of *Railroad Magazine.*

It is true that six specialists help us on a part-time basis: Barbara Kreimer, Sy Reich, Steve Maguire, Jim Edmonston, Mike Eagleson, and Irma Ganz, who runs our Cut Rate Book Service. (We also have two or three volunteer proofreaders who go a long way toward keeping the magazine accurate.) But none of these people work in our office; we rarely see them. The only *Railroad* mail they handle is what comes in for their own departments.

Getting back to my first paragraph: our tiny staff has too many other duties to let us read or answer long letters. We can't even acknowledge all the short epistles, cards, photos, books, periodicals, and clippings we get, but are grateful for them. If it weren't for this daily huge pile of incoming mail the magazine would soon fold up.

We'd like to be able to give individual service to correspondents, such as looking up items in past issues for them, supplying material for exhibits or school papers, and criticizing scripts for inexperienced writers—but these things, too, are impossible. Please don't ask for them. Barbara Kreimer gets an average of 200 queries a month. She answers as many in the *Information Booth* as space permits—a small percentage of the total—and never has time to provide facts by mail or phone.

Your editors need all the time they can grab to contact railroad men, rail-fan club officials, authors, photographers, printers, engravers, and book publishers. Now and then we go out on local assignments to dig up material. We also do considerable writing, rewriting, and editing of text matter to meet our high standards. Almost none of our fact articles or departments come to us in finished shape, ready to rush to the printer. All of this takes time. Preparing the *Mail Car*, for example, is a major operation. It is always compiled in our office.

We select photos in such a way as to give the magazine a good balance. That process eats up more hours. Some of the illustrations for articles come from our own files. We get others by writing letters to key sources, making phone calls, and ransacking the great picture collection in the New York Public Library on 42nd Street near our office.

Furthermore, we lay out the type and the photos, scaled to various sizes, to exactly fill every page in the magazine. Then we write captions the correct width—which in itself is time-consuming—and read galley proofs and then page proofs. Finally, just before the magazine is put to bed each month, one of us usually rides a Penn Central train to Philadelphia, goes to the Fuller Press at 317 North Broad Street, where *Railroad* is printed, and makes a last-minute check-up.

We mention these details in urging you again to cut down sharply on the amount of mail, especially long letters, that you send us. You can help by directing all *Railroad* subscriptions and renewals to Portland Place, Boulder, Colo. 80302. (U.S., $6 a year, $11 two years. Elsewhere, $7 a year, $13 two years.) If you order a subscription from New York you will hold up the works, because we forward all such orders to Boulder.

The normal delay is bad enough. Handling our subscriptions is an agency which also handles other periodicals, both big and small. We hate to admit this, but it generally takes about five weeks to process a subscription to *any* magazine—five weeks from the date your check is received until you get your first issue. After that, however, your copies of *Railroad* should arrive on time, usually before it hits the news-stands.

Better check on your own expiration date far in advance. Our agency usually—but not always—notifies the subscriber and suggests a renewal. Please don't write to me personally about subscription problems. There's nothing I can do about them.

As you know, the postal rate on books has just taken another big jump. So we are reluctantly asking you to add 25 cents for postage and handling charges on every book you order from our Book Service. The actual cost of mailing each one now ranges from about 28 to 70 cents or more, but we charge you only 25 cents. ●

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DORSET HOUSE,
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THE SWITCH LIST

We list entries free but without a guarantee. Not over 25 words, including name and address. Use abbreviations: *tts.* (timetables), *emp. tts.* (employees timetables), *SSE* (send 8c stamped envelope, if in U.S., for list or details). Your entry will be printed in our first available issue. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

LARRY ADAMS, 206 Price Ave., Narberth, Pa. 19072, sells mimeographed copy of UP tkt. stub dated 6/44 from Manhattan to Jct. City, Kansas. (SSE).

JIM ALAIN, Box 7, Painesdale, Mich. 49955, sells 3x5 pix, slides of Canadian, Chicago, Detroit, Milwaukee, Seattle trolley buses.

DICK ANDERSON, 334 S. Prindle, Arlington Heights, Ill. 60004, sells sizes 116, 120 negs. of diesels, psgr. cars, baggage, express cars of Midwest rrs., esp. PC, Milw.

THURSTON ATCHLEY, 1407 N. Jefferson St., Wellington, Kan. 67152, buys, sells, or trades rr., pole date nails.

HARVEY BASS, 287 Valley Rd., River Edge, N.J. 07661, buys tts. and emp. tts. of NYS&W, Erie, DL&W, NYC River Div. Sells tts. 1960-'70. (SSE).

ANDY BELL, Box 1059, Pt. Claire 720, P.Q., Canada, buys back issues NRHS Bull. 1950-'70, rulebks., excellent cond.

BOB BELT, 270 N. Montgomery St., San Jose, Calif. 95110, buys rr. uniform buttons; will sell Railroad Magazine 1946-'52.

FESTUS BLON, 1111 Colcord St., Waco, Texas 76707, sells short globe lanterns from TE, SLSF, T&P, Katy.

G.J. BOLINSKY, 435 Alameda Ave., Tacoma, Wash. 98466, wants to contact 35mm camera fans in Memphis, Tenn., and Huntington, W. Va.

MILFORD BOWEN, 517 Gwynne St., Urbana, Ohio 43078, sells railroadiana. (SSE).

JOHN BRINCKMANN, 17 Runyon Ave., Edison, N.J. 08817, sells 1895 Tuckerton RR, dispatchers' sheets, '40-'70 Off. Guides, B&O Mags. of 1940's. (SSE).

CYRIL BUTCHER, 8 Coyne Street, St. Thomas, Ont., Canada, sells PM steam and diesel pix; list 15c.

JOHN CALDWELL, 30 Winding Way, Glenside, Pa. 19038, will buy pix and data on WM 2-8-0 class H9.

CURT CARLOUGH, 229 Rea Ave. Ext., Hawthorne, N.J. 07506, buys slides, pix of NYS&W; slides of Erie, EL PA's, FA's, RS-3's in psgr. service; also named trains.

DAVE CHORNELL, Box 692, Edmonton, Alta., Canada, trades slides of CP FM's, NAR for CHp-P FM's.

CECIL CHURCH, 216 Rideau Terr., Ottawa, Ont., Canada, buys or trades Alco, Baldwin, Lima steam loco bldrs. pix and catalogs.

RALPH COLEMAN, 4924 Morro Blvd., Portsmouth, Va. 23703, sells loose-leaf binders, excellent cond., Railroad Magazine size.

ART CURTIS, Box 692-32, Newark, Ohio 43055, buys or sells tts., rulebks., tts., emp tts., emblems. (SSE).

JIM DAVIES, 78 Warren Pl., Ridgewood, N.J. 07450, sells tts. and other railroadiana of Erie, EL, NYC, New Haven, PRR. (Large SSE).

VINCENT DE SANTIS, 196 Carbon St., Paterson, N.J. 07522, buys slides of EL psgr. trains on Sussex bridge; all name-trains, stations in Pa.

V. DELLA TORRE, 116 Cherokee Lane, Mahwah, N.J. 07430, buys RF&P tts., passes, slides, and negs. of steam and diesels.

CHAS. DOCKITALES, 3511½ W. Alameda Ave., Burbank, Calif. 91505, will buy book, "Century of SP Locomotives."

PAUL DOUGLAS, 112 W. 21st St., Vancouver, Wash. 09866, buys negs. of NP 3100, Polson Logging 3100, Rayonier 3100.

PHIL ELLIS, 3 Keiller St., Moorabbin, 3189, Victoria, Australia, sells 1879, 1903, '06. '25 Car Bldrs. Cyclopedias, other books, and n.g. pix, or trade for rr. books.

MARK FORBES, 1009 Beech, Normal, Ill. 61761, sells pix of steam, diesels, trolleys. Buys steam pix of D&A, GM&O.

TOM FRAWLEY, 114 Ayers Court, Teaneck, N.J. 07666, sells bldrs. plates from SNCF mikes blt. by Alco, Baldwin, Lima. (SSE).

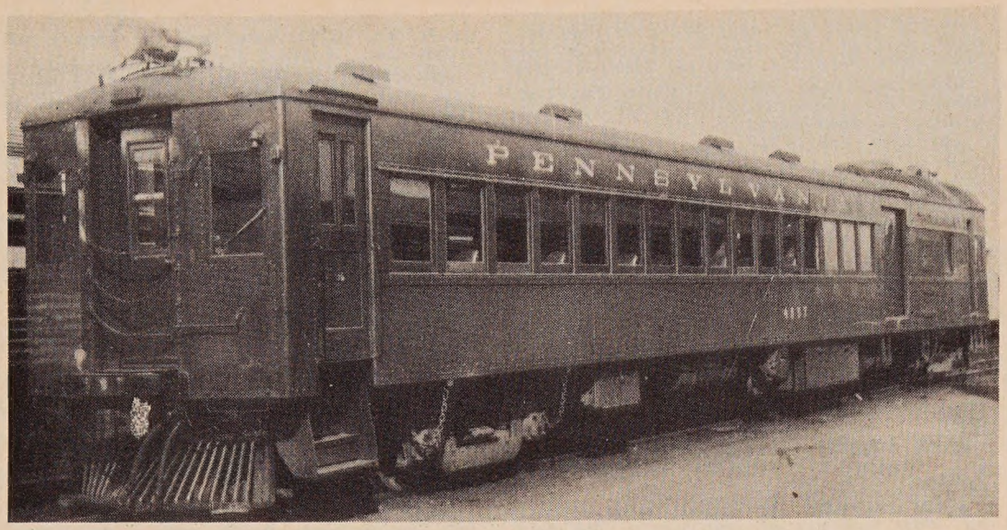
JIM FRED, R. 1, Cutler, Ind. 46920, will sell 3-cell Edison glass storage battery with polished-wood stand.

TERRY GEHRIS, 555 West St., Pottstown, Pa. 19464, buys Binghampton area D&H, Erie train orders.

VERN GLOVER, 9701, McKnight N.E., Albuquerque, N.M. 87112, sells Off. Guides 1962-'69. (SSE).

Photograph by J. Howard Audibert, 6632 28th Street, South, St. Petersburg, Florida 33712

Seaboard Coast Line Lakeland steam wrecker No. 765150 hoisting ACL coach, last car of two car Silver Star, onto temporary passing track. Tampa wrecker in background is assisting. SCL No. 21 was derailed at turnout that was fouled, when an automobile ran onto the switchstand at Coachman station, just east of Clearwater, Florida, on October 25, 1971.



Pennsy gas-electric car (built by General Electric) at Atlantic City in 1945.
W. Broschart, P.O. Box 8064, Jersey City, N.J. 07308

C.B. GOODMAN, 5826 S. Western Ave., Chicago, Ill. 60636, buys telegraph instruments, dining-car silverware.

BILL GORDON, 232 Beresford Rd., Rochester, N.Y. 14610, sells trolley transfers 1898-'40, also his book on Buffalo Rys. (SSE).

BOB HEIST, 1236 Claggett Dr., Rockville, Md. 20851, buys Off. Guides.

L.K. HILL, 163 Moffat Rd., Waban, Mass 02168, buys pix, negs., slides of SCL cars lettered Hamburg Ind.

WM. HOFFMAN, 326 S. East Ave., Baltimore, Md. 21224, sells 5x7 steam pix; list 15c.

STEVE HOSKINS, 7542-1 Volga Dr., Hunt Beach, Calif. 92647, buys cassette, 3-¾ ips tape recordings of LIRR, esp. C420's; NYNH&H, PC FL9's.

JIM HOUFF, Box 409, Boulder, Colo. 80302, will make 18x24 painting of your favorite loco or car photo. (SSE).

SAM JAMES, 509 Brookview Lane, Havertown, Pa. 19083, will sell one copy of Bedwell's only book, "The Boomer."

PETE JOHNSON, 2635 Girard Ave. N., Minneapolis, Minn. 55411, buys railroadiana of CSPM&O, DM&IR. Will sell steam bldrs. plates. (SSE).

WAYNE KERSLAKE, 1615 Cedar Lane, Sioux Falls, S.D. 57103, buys, sells, trades switch keys. (SSE).

ROG KRUEGER, Box 298, Chester, Calif. 96020, sells steam negs. of AT&SF, WP, UP, (SSE).

BILL KURT, 229½ N. 22nd St., Fort Dodge, Iowa 50501, buys color pix and slides of M&SL diesels. Trades Kodachrome slides of Midwest diesels for New Eng. diesels.

JIM LAESSLE, Stonehouse Rd., Moorestown, N.J. 08057, will trade B&Q Baldwin Q4b bldrs. plate for PRR A, B, G, H, K, or E plate.

HARLAN LANE, Rte. 2 Box 309, Kingsport, Tenn. 37660, sells Blackhawk rr. movies. (SSE).

AL LANGLEY, Rte. 1, Box 64A, North Augusta, S.C. 29841, sells switch keys, tts., books, other railroadiana; list 35c.

HAL LEDBETTER, Box 534, Madisonville, Ky. 42431, sells L&N annual passes 1894-1903, Jellico, Bird Eye & Nthn. of '98. (SSE).

JOHN LYKO, 5226 W. 24th St., Cicero, Ill. 60650, sells Sears 40-capacity slide trays. (SSE).

MAX MAREK, 1821 N. Hudson St., Chicago, Ill. 60619, will buy inexpensive loco bell with yoke.

C. MARSH, 1537 Belmeade, Kingsport, Tenn. 37664, sells R&LHS Bulls. (SSE).

REILLY McCARREN, 24 Wells Lane, Short Hills, N.J. 07078, buys color slides of Lima, Baldwin, Alco switchers; also Baldwin, Alco, FM, EMD cab units.

JOE McMAHON, 15 Adrian Ave., New York, N.Y. 10463, sells Off. Guides 1962-'71.

R.E. McMURDO, 755 Main St., Waltham, Mass. 02154, buys color slides Worchester (Mass.) St. Ry.

BOB MILLS, 4137 Paule Ave., Lamay, Mo., sells "full natural color" rr. emblem watch fobs. (Illust. list, SSE).

JOE MORRIS, 5307 Gladstone Dr., Austin, Texas 78723, buys pix, slides, movies, recordings of Mississippian 2-8-0's 76-77.

ED MOUL, 406 Country Lane, Narberth, Pa. 19072, trades tts. for or buys PRR emp. tts. of Pa. divs.

DAVE NESTLE, RD 2, Ray Rd., Greenwich, N.Y. 12834, sells much railroadiana. List, 25c, refundable.

R.L. OAKLEY, Box 113, Apache Jct., Ariz. 85220, buys rr. and exp. company wax seals.

RALPH PHILLIPS, 1116 Commonwealth Ave., Boston, Mass. 02134, buys slides of B&M diesels, esp. FT's, 1104, 1113, 1166, 1174. Buys, trades indus. diesel slides.

J.E. PIPER, 1204 S. Duman St., Marion, Ill. 62959, sells C&I rulebks., IC St. Louis Div. emp. tt. 1, C&EI train orders. (SSE).

LES PLANT, 264 W. Windsor Rd., North Vancouver, B.C., Canada, offers rr. train orders for political buttons.

J.S. PYLES, Box 213, New Martinsdale, W. Va., 26165, buys rr. lanterns, markers, chinaware. Sells diesel switch lamps.

MIKE ROSSI, 10 William Pl., Medford, Mass. 02155, sells much railroadiana. List, 25c refundable.

FRANK SCHEER, 18 E. Rosemont Ave., Alexandria, Va. 22301, buys or trades copies of C&O Tracks, RF&P Rail-o-Gram mags.

WAYNE SCHENK, Box 195, West Seneca, N.Y. 14224, sells train orders, other railroadiana; List 10c.

I.P. SCHREIBER, 4100 Fran Ave., Lincoln, Neb. 68516, will buy an interurban chime horn or air whistle.

RALPH SHANKLAND, 5436 Marshburn Ave., Arcadia, Calif. 91006, trades 35mm slides of diesels of AT&SF, SP, UP.

PHIL SIMMS, Montgomery, N.Y. 12549, trades NYO&W Liberty, N.Y., station postcards for L&HR railroadiana. (SSE).

HARTLAND SMITH, Box 452, Birmingham, Mich. 48012, buys used Blackhawk rr. movies.

BOB SNOOK, 1331 N. Forest St., Williamsville, N.Y. 14221, buys tts. of NYC, EL, LV; back issues of Railroad Magazine, Trains; Off. Guides.

JOHN STONE, 6810 Chambers Ave., Cleveland, Ohio, sells B&O, C&O switchmen's lanterns.

WARREN STOWMAN, 7013 Hegerman St., Philadelphia, Pa. 19135, will buy or trade pix for R&LHS Bull. 67, good cond.

DICK STYMMES, 5 Powder House Lane, Manchester, Mass. 01944, buys B&M emp. mag. from 1941 on.

TED TAETSCH, 14218 Garfield Ave., Lakewood, Ohio 44107, sells 3x5 traction pix. (Sample, list, SSE).

DAVE THOMPSON, 2759 Buchanan Hall, Iowa State University, Ames, Iowa 50010, wants info. on PA n.g. railroads.

J. TOTH, 2608 Woodlawn, Ennis, Texas 75119, sells German rr. books.

T. TRENCANSKY, 116 N. Baldwin St., Johnson City, N.Y. 13790, sells 35mm negs. of diesels, short lines, industrials, etc. (SSE).

DICK VARTABEDIAN, 16575 Whitcomb, Detroit, Mich. 48235, wants address of Bob Snare, formerly of Kansas City.

DON VERDI, 281 Himrod St., Brooklyn NY 11237, buys bks., mags. on LV, L&NE, L&HR, NYS&W.

ROY WOJAHN, 1012 E. Vanowen St., Orange, Calif. 92667, sells 35mm dup. color slides of Western rrs. (SSE).

Capt. D. WOODWORTH, Box 1145, APO, New York, N.Y. 09127, buys negs. of New England locos, trolleys, esp. NYNH&H and Conn. Co.

BOB YANOSEY, 40 Hendel Ave., North Arlington, N.J. 07032, sells negs. of Eastern rr. diesels, Western steam. (SSE).

DICK YOUNG, 6091 Homewood, Buena Park, Calif. 90620. will buy ATSF steam loco roster. (Ed. note: this roster was in May thru Aug. 1937 Railroad Magazine; also Oct. thru Nov. 1950.)

ERNEST ZEHNDER, 325 Lardner St., Philadelphia Pa. 19111, sells 35mm slides of PC, RDG, CNJ, B&O or trades for slides of FA's, PA's, E's.

FREEMAN HUBBARD, c/o Railroad Magazine, 205 E. 42nd St., New York, N.Y. 10017, will sell 1 copy ea. of these hard-cover books: "Train Wreck!" by Griswold, 180 pages, story of 10 historic wrecks, ill., (1969), $5; "Intermountain Railroads: Standard and Narrow Gage," by Beal, 252 pages, ill., (1962), $4; "History of Bro. of Maintenance-of-Way Employes," by Hertel, 308 pages, ill., indexed (1955), $3; "Air Brake Cathechism (2,000 questions answered), by Blackwell, 352 pages, many ill., incl. color, (1911), $3.50; "The Great Locomotive Chase," by Pittenger, 490 pages, ill., orig. 1893 edition (not a reprint), $5; all good cond., postpaid.

Model Trading Post

EMIL KRAHULIK, Box 391, Warwick, N.Y. 10990, buys old toy trains.

J.E. MURPHY, 733 Beaverbrook Rd., Baltimore, Md. 21212, will buy or trade for Tyco HO gage 4-6-0 "OldTime" loco in poor to junk cond. ●

Pen Pals Wanted

Mike Rossi, 10 William Pl., Medford, Mass. 02155, wants to meet railfans in his area.

Frank Neron (29), 5671 9th Ave., Rosemont, Montreal, 415 P.Q., Canada, wants pen pals to swap stamps, coins, postcards.

Sandra (17) and her brother Jimmy (15) Alsobrook, 428 Third Ave., Thomaston, Ga. 31286.

Richard R. Lalonde, The Mailbox Club, 316 S. Woodridge Ave., Bay City, Mich. 48706.

Diane Munoz (14), 1518 Arena St., San Leandro, Calif. 94579.

Teri Biehn (14), 15341 Mendocino St., San Leandro, Calif. 94379.

Gregory Jordon (19), C&O-B&O railfan, Rte. 5, Box 570-A, Charleston, W. Va. 25312, wants railfan pen pals, any road.

Ethel Enos Sauner (53), RD 1, Rockwood, Pa. 15557, polio victim shut-in since youth, needs cheer up letters and cards.

Alvin C. Warren, 0-5 Pendleton Homes, Macon, Ga. 31206, has had a stroke and would welcome cheer-up letters and cards but especially information on food and vitamins that help to keep the heart healthy.

Joanne Sieber (14), 20862 Kittridge Rd., Saratoga, Calif., collects feathers; will buy or trade. (Ed. note: we didn't know there was a hobby of that kind.)

The following from Cebu City, Phillippines: Prima Modequillo, c/o Dina's Mart E.P., S.E.: Ligaya, (20), and Aida Miano (22), both of 121 EET., Padilla St., J-317; Pacita Betchers (26), and Editha Salas, (20), both of Cebu Eastern College, D. Jakosalem St., J-317; Mary M. Canoy, 86-c Spolarium St., J-317; Amy Quijon, (20), 69 NN Sikatuna St., J-317; Cendeloria Sab-O, 173 E. Sikatuna St., J-317, and Estrella Verana, c/o 122 T.T. Padilla St.

Also from Cebu City, Philippines: Mila Mojado, (29), 696-B D. Jakosalem St.; Nenita, (28), c/o White Gold Inc., Juan Luna St.; Lourdes Dy, (25), Dittha Semblante (22), Josie Semblante, (23), and Marielou Perez, all 461 A.F. Llamas St.; and Annie Zuniega (25), 424 Manalili Street.

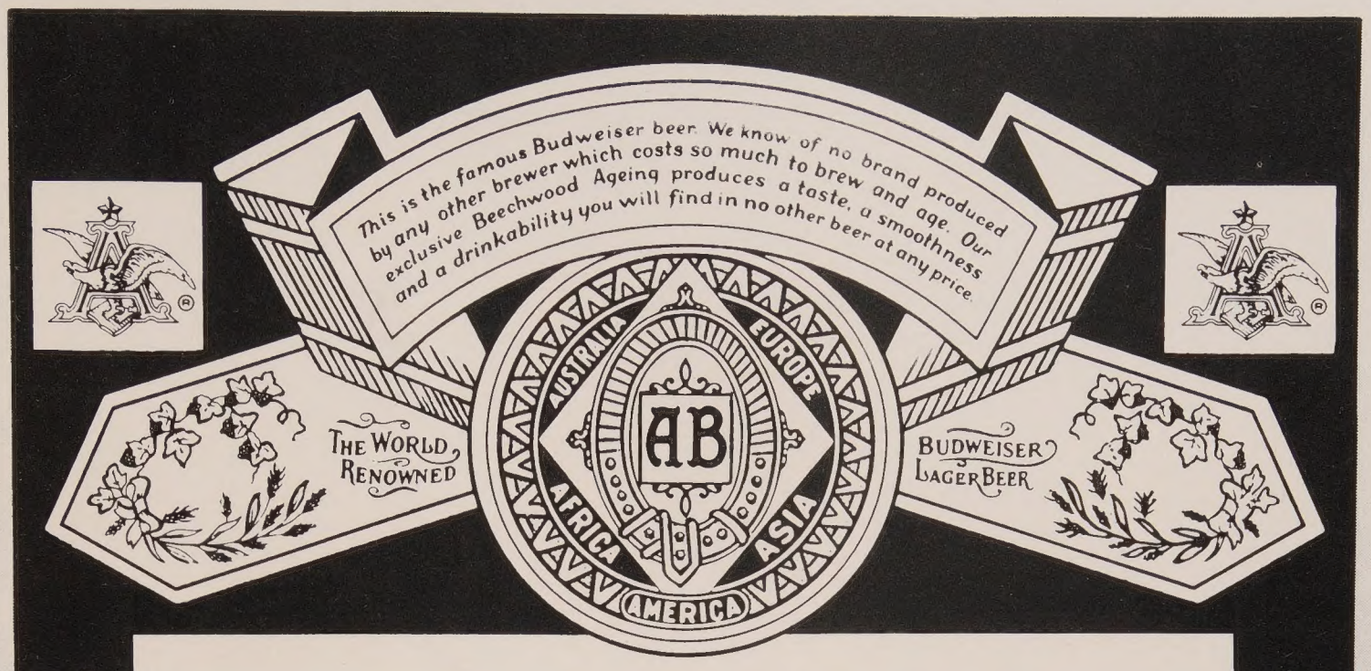
(Ed. asks: Will someone please solve this mystery—why do so many residents of Cebu City want pen pals?) ●

Coming Events

A major project of the New York Region, National Association of Timetable Collectors will be some of the rarest timetables ever displayed. Timetables (public, employee, trolley, steamboat) and old postcards of railroad and trolley subjects will be shown August 11-13 at Holiday Inn, Waterbury, Conn. in conjunction with the Association's annual convention. A banquet Saturday evening, August 12th, will feature speakers on the subjects of collecting tts. and postcards. Anyone interested in attending or renting sales space should write Louis W. Goodwin, Lock Box 3, Northfield, Conn. 06778.

Feb. 19-20: "Winter Spectacular" at East Broad Top R.R., Orbisonia, Pa.

March 4-19: Mexico-in-spring vacation-fun-train trip includes San Luis Potosi-Mexico City, 160-mile new railroad with 12 tunnels, Puebla-Veracruz mountain line via Jalapa; Veracruz-Mexico City on former Mexican Electric route; Guadalajara-Mazatian Pacific with 35 tunnels, big bridges; Sufragio-La Junta Copper Canyon route with 89 tunnels, 35 bridges, and La Junta-Juarez CH-P route via Madera-Nuevo Casas Grandes, freight only. Other rail and trolley attractions. Rates begin at $540 per person; various trip starting points. Contact Howard B. Thornton, director of Midwest Travel Service, 2936 Bella Vista, Midwest City, Okla. 73110. ●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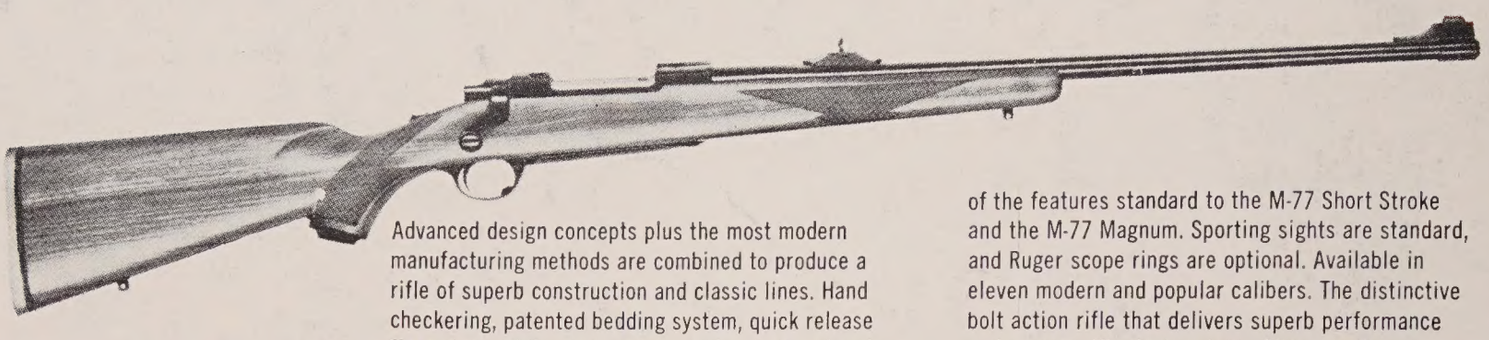
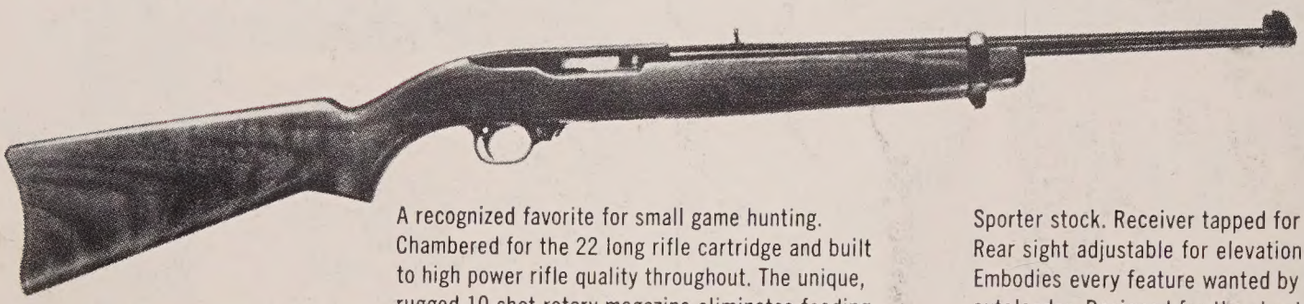


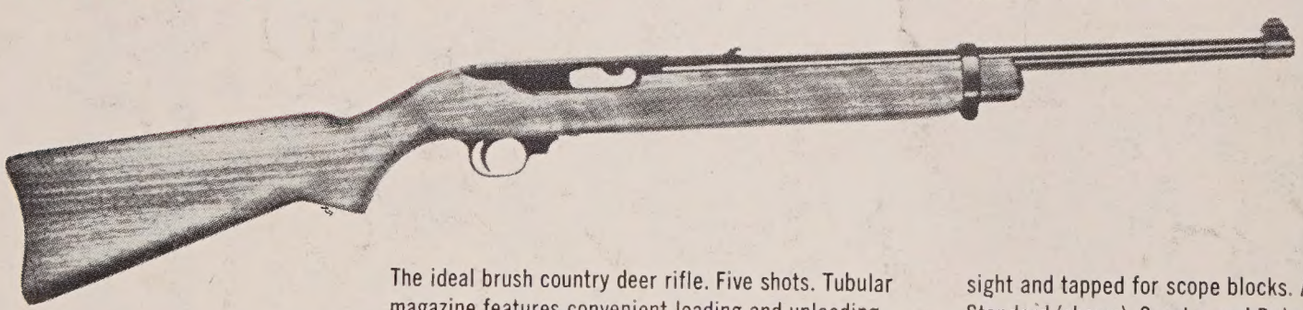
Model 77 Bolt Action Rifle

Advanced design concepts plus the most modern manufacturing methods are combined to produce a rifle of superb construction and classic lines. Hand checkering, patented bedding system, quick release floor plate, sliding tang safety, rubber butt pad and scope mount bases integral to the receiver are some of the features standard to the M-77 Short Stroke and the M-77 Magnum. Sporting sights are standard, and Ruger scope rings are optional. Available in eleven modern and popular calibers. The distinctive bolt action rifle that delivers superb performance and custom rifle design right off the shelf. $165.*—$179.



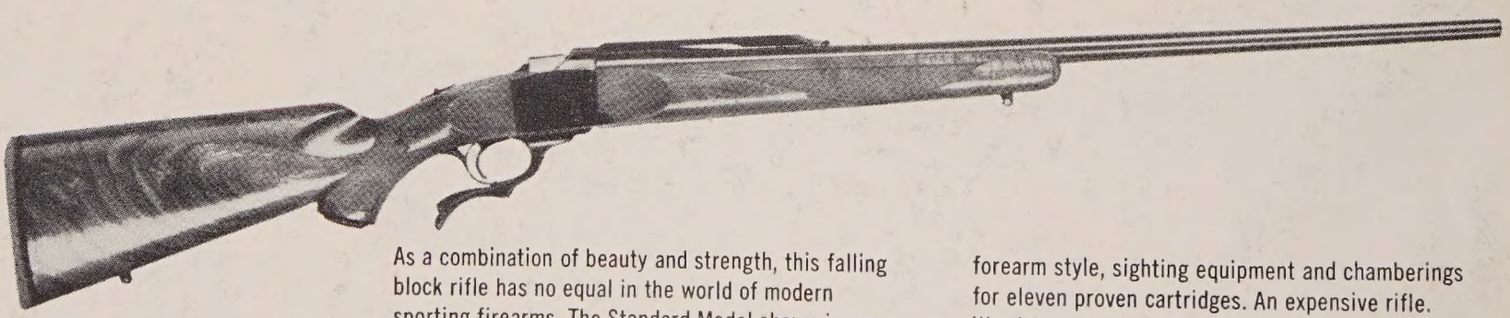
10/22 Autoloading Carbine

A recognized favorite for small game hunting. Chambered for the 22 long rifle cartridge and built to high power rifle quality throughout. The unique, rugged 10 shot rotary magazine eliminates feeding malfunctions. Available in Standard (shown) or Sporter stock. Receiver tapped for scope blocks. Rear sight adjustable for elevation and windage. Embodies every feature wanted by sportsmen in a 22 autoloader. Designed for the shooter who recognizes quality. $56.50*—$64.50.



44 Magnum Autoloading Carbine

The ideal brush country deer rifle. Five shots. Tubular magazine features convenient loading and unloading. Gas operated mechanism provides smooth and reliable functioning. Equipped with adjustable rear sight and tapped for scope blocks. Available in Standard (shown), Sporter and Deluxe (with receiver sight) versions. Compact, lightweight, light recoil, high power. $117.*—$122.—$125.



Number One Single-Shot Rifle

As a combination of beauty and strength, this falling block rifle has no equal in the world of modern sporting firearms. The Standard Model shown is one of five basic models designed for every sporting purpose. Models vary by barrel length, barrel style, forearm style, sighting equipment and chamberings for eleven proven cartridges. An expensive rifle. Worth every penny of it in terms of accuracy and elegance. A logical style for the varmint shooter and a challenge to the big game hunter. $265.* (all models)

All Ruger Carbines and Rifles have American Walnut Stocks, precision milled from solid blanks.

*Prices shown are for different versions of the basic model. Asterisk denotes price of the model that is illustrated. All prices are suggested retail list.

For complete facts and comprehensive description on all Ruger firearms please send a post card to Department RR

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